

Italy, Algoma, California & Vancouver Island

Adventure Rally Mongolia 20th Anniversary p.54

The long term relationship you've been looking for

The hooligan your parents warned you about!

REVIEWS:

- Spyke Riding Gear2014 Sym Wolf Classic
- · On Any Sunday: The Next Chapter







FEATURES

THE GENTLEMAN'S ROADSTER PRESS LAUNCH - 2015 BMW R1200R

Though dressed less extravagantly than it's BMW siblings, this refined roadster is looking for a long-term relationship.

26 BAD INFLUENCE

TEST RIDE -

2015 MV AGUSTA DRAGSTER RR

As if the base models weren't already remarkable, MV takes it up a notch with its new Dragster RR.

30 THE GRAND ALGOMA LOOP

TRAVEL - ALGOMA, ONTARIO

We ride the northern coasts of Lake Superior and Lake Huron and explore some of Ontario's favourite roads during the last days of fall. **36** SYMPLY PUT

TEST RIDE - 2014 SYM WOLF CLASSIC

Spending time with a real classic that has survived decades and continues to offer economy and fun in a small displacement package.

40 CANADIANS INVADE ITALY (AGAIN)

TRAVEL - ITALY

A connection to the past take Curtis and Karen Nickel to Italy in search of Canada's forgotten heroes.

48 RIDE FOR RASH

TRAVEL - CALIFORNIA

The loss of a brother and a ride left unfinished has Terry Sowden pointing his wheels south for the California border.

54 CLOSE COMPETITION IN WIDE OPEN SPACES

ADVENTURE - RALLY MONGOLIA

Lawrence Hacking takes Mojo readers along on the 20th anniversary of Rally Mongolia in this motorcyclist's paradise.

60 ISLAND ESCAPE

TRAVEL - VANCOUVER ISLAND

A father and son skip school for a daytrip on the island. Being marked absent was never so sweet.



6 CROSSROADS *by* Glenn Roberts

8 THREADS -----

Motorcycle information and inspiration

12 LIFE IN THE FAST LANE

by Misti Hurst

14 RIDING WITH STU

by Stu Seaton

16 LIFE'S AN ADVENTURE

by Clinton Smout

64 MOJO GARAGE

Horsepower vs. Torque

66 PRODUCT REVIEWS

• Spyke Pathfinder Gear

• On Any Sunday: The Next Chapter

82 REMEMBER WHEN?





ON THE COVER 2015 BMW R1200R

PHOTOGRAPHY BY BMW

So what is a **MOJO?**

It is, in short, the staple amulet of African-American hoodoo practice, a flannel bag (magazine) containing one or more magical items (motorcycles). The word is thought by some to be a corruption of the English word "magic" but it more likely is related to the West African word "mojuba," meaning a prayer of praise and homage.

A prayer of praise and homage ... toward motorcycles?





The articles submitted to *Motorcycle Mojo* Magazine will be treated as unconditionally assigned for publication and copyright purposes and are subject to editing. Some articles do not necessarily reflect the ideas or thoughts of Motorcycle Mojo Magazine writers or employees. To maintain the integrity of *Motorcycle Mojo* Magazine we ask that your articles and stories are suitably written for all ages to read. A self addressed stamped envelope must accompany submitted materials if to be returned. Tech articles written purely as reference only, please contact your mechanic prior to performing any maintenance on your bike. No part of this magazine may be reproduced without written permission. Copyright 2015.

MotorcycleMojo

MAY 2015 • VOLUME 14 ISSUE 4

Publisher Riptide Resources Inc.

Editor Glenn Roberts

Associate Editor Costa Mouzouris
Editorial Associate Marcus Martellacci
Copy Editor Deanna Dority

Business Manager Gwen Roberts

Advertising Sales

Roger Parsons, Martin van der Staay

Art Director Amy McCleverty
Assistant Designer Ashleigh Campsall

Contributing Writers

Clinton Smout, Costa Mouzouris, Curtis and Karen Nickel, Glenn Roberts, Lawrence Hacking, Marcus Martellacci, Misti Hurst, Stu Seaton, Terry Sowden, Tim King

Contributing Photographers

Amanda Berk, Bill Petro, BMW, Curtis Nickel, Marcus Martellacci, Mike Jacobs, MV Agusta, Rob LaRue, SSER Rally Mongolia, Terry Sowden, Tim King, Travis Favretto

Online & Technical Gooder Marketing

Printing Transcontinental LGM – Coronet

Circulation and Fulfillment KCK Global Limited

Distribution Disticor

PRINT & DIGITAL SUBSCRIPTIONS

www.motorcyclemojo.com/subscriptions@motorcyclemojo.com 1-877-330-3737

Motorcycle Mojo, P.O. Box 1234, Station K, Toronto, ON M4P 3E4

Sign up for our free newsletter at:

motorcyclemojo.com

ADVERTISING INQUIRES

Roger Parsons: roger@motorcyclemojo.com
Martin van der Staay: martin@motorcyclemojo.com
1-877-665-6624 • 229 Barrie Street, Thornton, Ontario L0L 2N0

COMMENTS & LETTERS TO THE EDITOR

editor@motorcyclemojo.com

Motorcycle Mojo is published in Thornton, Ontario by Riptide Resources Inc. and is proudly printed in Canada. #93–10 issues per year. Available at Newsstands across Canada. We acknowledge the financial support of the Government of Canada through the Canada Periodical Fund of the Department of Canadian Heritage and the Ontario Media Development Corporation.

Publications Mail Agreement #40761040

Return undeliverable Canadian Addresses to Motorcycle Mojo 229 Barrie Street, Thornton, Ontario, L0L 2N0 ISSN 1913-7621





















Kawasaki



SET THE WHEELS IN MOTION

y the time you read this, most of you will already be out on your bikes. Keep in mind that May is motorcycle safety month throughout North America. Motorists in Canada have had all winter to forget about motorcycles and may not be looking for them, so you'll have to be extra defensive when riding. And it wouldn't hurt to remind every driver you know to watch out for motorcycles.

While most of the country will be riding soon, the exception might be those on the East Coast where blizzards hammered the area during the last half of March. The Maritimes have had a tough time this winter, with record snowfalls that turned two-lane city streets into a single lane with snow banks in excess of two metres tall. Add to that some warm days that began to melt the snow followed by cold snaps turning it into ice, and you have a very difficult and lengthy cleanup. The joke in Halifax during the motorcycle show on the third weekend of March after a particularly brutal series of storms was that bikers might not be able to even find their bikes until July.

Whether you're still digging out or polishing your chrome, I hope you'll enjoy our wide range of articles this month. A diverse look at three unique motorcycles: BMW's R1200R, a brandnew roadster when compared to last year's model; the drop-dead gorgeous MV Agusta Dragster RR; and the SYM Wolf Classic, a 150 cc tiddler based on the 1969 Honda CB125S.

Also in this issue we have five travel features. Heartier than the mailmen

of yore, Marcus takes a late-fall ride through rain, snow and ice pellets to Algoma District's north shore of Lakes Huron and Superior for one last slip and slide before winter officially digs its claws in.

Curtis and Karen Nickel take a long-awaited trip to Italy, not only to experience the fantastic riding that the Amalfi Coast has to offer, but also to see where Karen's grandfather went ashore during a 1943 Allied invasion of Sicily and to remember those who never returned.

We also have two West Coast features. One is a circle day trip along the southern coast of Vancouver Island and then returning through the interior and back to Victoria. The other is Terry Sowden's remembrance ride called Ride for Rash. What was suppose to be a pair of brothers taking a three-week ride down the west coast to California and then over to the Sierra Nevadas turned into a solo ride after Rash succumbed to cancer.

Our last travel adventure takes place in Mongolia. Lawrence Hacking shares with us a gruelling eight-day, 3800 km off-road rally that this Paris-Dakar finisher claims as "relatively easy riding."

My hope is that all of these diverse travel features will set the wheels in motion for you to plan a bike trip this summer, whether it be a multiweek tour far away or a series of day or weekend adventures in your own backyard. Either way, exploring this great country, and continent for that matter, by motorcycle is the best way to see, smell and feel the roses, so to speak. But I'm betting you already knew that. **MM**

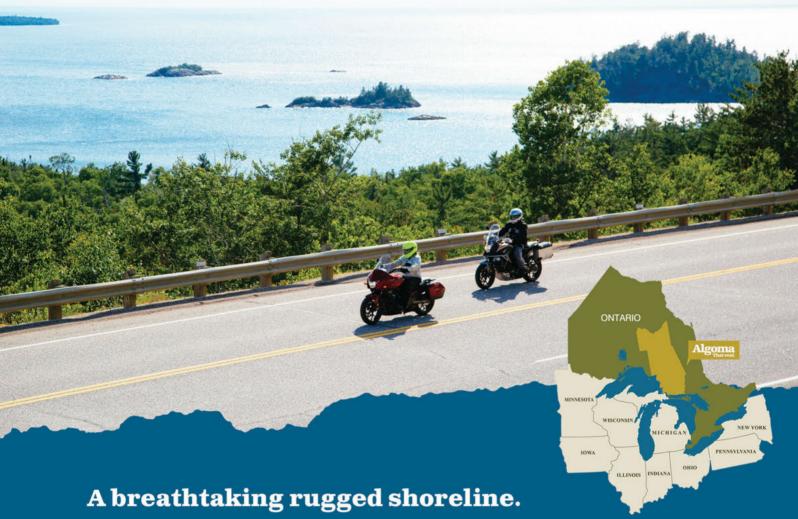
ADVERTISER DIRECTORY

PLEASE SUPPORT OUR ADVERTISERS.

ADMORE LIGHTING/PARK-N-MOVE

75	ADMORE LIGHTING/PARK-N-MOVE
13	ADIRONDACK
7	ALGOMA REGION TOURISM
59	ATLANTICADE
29	AVON TYRES
17	BAD RIDE
76	BARRIE HARLEY-DAVIDSON
17	BARRIE HONDA POWERHOUSE
78	BIKEFEST BOBCAYGEON
34	BMW DEALERS
75	CAN-AM DEALERS
5	CANADIAN KAWASAKI
78	CLARE'S HARLEY-DAVIDSON
76	CLEARFIELD COUNTY
39	COUNTERACT BALANCING BEADS
84	DUCATI
15	DALTON TIMMIS INSURANCE
72	HARLEY-DAVIDSON DEALERS
68	HERBERT'S BOOTS AND WESTERN WEAR
15	HOGTUNES INC.
24	HONDA
70	HONDA DEALERS
79	HONDA POWERHOUSE DEALERS
69	KAWASAKI DEALERS
65	KLOCK WERKS
13	MACKESY SMYE LLP, BARRISTER & SOLICITORS
76	MD DISTRIBUTIONS
76	MOTORCYCLE INNOVATIONS
53	MOTORCYCLE TOUR GUIDE NOVA SCOTIA
70	MOTORSPORTS CANADA
78	OAKVILLE YAMAHA
78	REINHART TRAILER SALES
71	RIDE FOR SIGHT
68	RIDE 2 REACH
<i>7</i> 5	RIDERS PLUS INSURANCE
70	ROBINSON MOTORCYCLE
39	ROYAL DISTRIBUTING
78	SARGENT CYCLE PRODUCTS
68	SMART RIDER TRAINING
39	SUMMERSIDE BIKE RALLY
74	SUZUKI DEALERS
68	THIRD WHEEL TRAILERS
78	TRADITIONAL MOTORCYCLE & CUSTOM WORKS
83	TRIUMPH
68	TRIUMPH DEALERS
72	TWISTED THROTTLE
77	VICTORY DEALERS
78	WALRIDGE MOTORS
68	WAWA MOTOR INN
2	YAMAHA
80	YAMAHA DEALERS

That free.



Yes. You will feel like you are the only one on the face of the planet. The truest sense of freedom, along the shorelines of two of the world's greatest lakes; Lake Superior and Lake Huron. It's rugged, it's spectacular, it's awesome. It's That Real.

www.ridealgoma.ca 1-800-263-2546 ONTARIO



MOTORCYCLE INFORMATION AND INSPIRATION

HEADLINES





HANDCRAFTED BEAUTY



n 1950, Arturo Magni joined MV Agusta's racing department as team manager, where he remained until his retirement in 1977. During those years, Magni guided the team to 75 world championships and more than 3000 race wins – a record unmatched by any manufacturer. His riders included John Surtees, Mike Hailwood and, perhaps the greatest of all, Giacomo Agostini, who won 15 world championships with MV Agusta.

After his retirement, Arturo and his sons began producing limited edition motorcycles utilizing existing power plants from MV Agusta, Honda, BMW, Moto Guzzi and others. Each bike was handcrafted, and many featured bespoke frames and components influenced by Arturo's racing expertise.

The most recent model from the Magnis is the Filo Rosso – the thin red line, so to speak, that connects Arturo's racing legacy to all of his subsequent creations.

The Filo Rosso was created by son Giovanni to pay homage to his father and the legendary MV Agusta 350/500 GP racers of the past.

Inside the classic steel-tube double-loop frame is the current MV Agusta 800 cc triple, making 125 hp. The rest of the components are a mix of classic parts, such as the Ceriani forks, 18-inch cast-aluminum wheels and period Brembo disc brakes. The production version of this bike will require some changes to incorporate current generation parts, but we can't expect it will look any less beautiful or be any more desirable than it is here.

BY THE NUMBERS

News...

ir Canada has announced new rates and guidelines for shipping motorcycles on its aircrafts. Bikes can be dropped off up to 24 hours in advance of the flight, and will be loaded and secured by Air Canada cargo specialists. Upon arrival at the destination, it can take over four hours to get the bike back, so the airline recommends shipping the bike a day prior to your own flight.

For full details, visit motorcyclemojo.com and check out our news section.

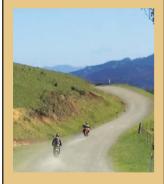


The running time in minutes of the original On Any Sunday by Bruce Brown.

The approximate number of seconds it takes for a cheetah to go from 0-100 km/h. That's about the same as a modern superbike piloted by a skilled rider.

2016 The year through which Mopar has committed to remaining title sponsor of the CSBK (Canadian Superbike Championship).

CHECK IT OUT



Motorcycle Adventure -Bush to Beach

http://goo.gl/OpSVIL

A 900 km trek down under illustrates the joy and challenges of adven-

ture riding.
This is just one
of many great
videos from this
high-quality
YouTube channel



The advertised ft-lb of torque generated by the 2015 Zero FX electric bike at any rpm. For reference, modern 450 cc motocross bikes make around 35 ft-lb of torque.



The distance in metres that Robbie Maddison travelled through the air to break his own world record for longest motorcycle jump. The previous record was from a jump in Las Vegas on New Year's Eve, 2014. He did it on a modified Honda CR500, hitting a speed of 165 km/h on the takeoff ramp and reaching a height of 20 metres.



367,000

The total number of BMW K and R series motorcycles, manufactured between November 2003 and April 2011, affected by a recent recall.

THREADS







TECH TALK

The Dark Side

A tinted visor at the push of a button

GV has introduced a new LCD visor that tints at the push of a button. Utilizing an LCD lens bonded to an outer shield, the AGVisor is powered by an integrated battery that's good for 12 hours on dark mode and many times that when in standby mode. A fail-safe feature defaults the visor to clear when the battery runs out. Recharge time is two hours via a micro USB, and the system is sealed to prevent fogging and keep it waterproof. The new visor will be available for the GT Veloce, Pista and Corsa models. There hasn't been an announcement on pricing or availability in North America as of press time.

MOTORCYCLE SAFETY MONTH

WATCH

FOR

MOTORCYCLES

ay is recognized as Motorcy-cle Safety Awareness Month across North America. So in keeping with the spirit, we here at Motorcycle Mojo just want to remind you to be both safe and aware. Seriously though, don't forget that motorists will still be awakening from their winter slumber, and pavement will be cold and just getting cleaned up. Erring

could prove to be a lifesaver. And it doesn't hurt to remind friends and family who drive that motorcyclists will be sharing the

road with them. Doing
so may just get
them to take one
more look before
changing lanes
or turning left at
an intersection.
Bright colours
could also come

in handy at this

time of year, when

overcast and rainy

days can be prevalent.

Here's wishing you all a safe and enjoyable start to the season. See you on the road.

Mark It on Your Calendar

rant and Susan Johnson of Horizons Unlimited continue their busy schedule for 2015 with a full calendar of events around the world in addition to maintaining their site horizonsunlimited.com. The website has become a repository of information and inspiration for motorcycle adventurers everywhere, and



their Travellers Meetings allow like-minded individuals to gather together and share experiences and advice. This year's calendar includes two Canadian stops: The first is in Ontario from June 18-21 on the shores of beautiful Lake Couchiching at the OELC (Ontario Education Leadership Centre), just an hour north of Toronto. The second event will take place in Nakusp, B.C., August 20-23, amidst incredible riding roads and breathtaking scenery. Online registration for both events is now open.

on the side of caution during the

early season and leaving a little

extra room for our caged friends

Say What?



MORE BIKES OF THE BIG SCREEN

Just finished reading my March issue of *Motorcycle Mojo*. I am so glad I renewed my subscription at the January motorcycle show in Toronto. Your mag has improved so much from when I last had a subscription in 2012. I forgot how much I enjoyed every article, every photo, even if some weren't to my taste, they are all well written and full of info. And the new format is so much better. Well done everyone! It's made my dealing with the winter blahs so much easier. Your mag is the only one I subscribe to. Having a homegrown mag in my own backyard suits me just fine.

And by the way, one of the best motorcycle moments on the big screen should include *Mission Impossible* 2. Tom Cruise and Dougray Scott are amazing in one of the best motorcycle chases I've ever seen.

Ken Janzen via email

Big fan of your magazine, keep up the great work! I'm responding to page 10 of your most recent issue (March 2015), which I found absolutely awesome!

editor@motorcyclemojo.com

My favourite motorcycle moment from the big screen is definitely Milla Jovovich on a BMW K1200R in *Resident Evil: Extinction*. It helps that I have the same bike.

MATT GREENBERG VIA EMAIL

One of my favourite motorcycle moments was the VMAX scene from *Nightmare on Elm Street 5*. It was a couple of decades before I got my own beast of a VMAX that took over my soul when I vaporized the rear tire in any gear!

Oh yeah, and Arnie on the CB750Four is my preferred bike scene

from the original *Terminator*. I always thought they should have used a Kawasaki ZL900 Eliminator for the irony.

On a different note, it's always been a pet peeve of mine when I see a bike in a movie and they have the wrong engine sound! Many times a Ducati sounds like a GSXR, or a two-stroke sounds like a four. Drives me nuts and ruins the scene. You'd think the motorcycle companies would have that in the contract, proper bike — proper sound.

CHRIS DONNELLY VIA EMAIL

AN FZ-07 FAN

What a nice story (March 2015). No numbers for comparisons, just the rider's feeling. It makes us realize that the fun of riding a bike sometimes has nothing to do with performance numbers. I demo rode the FZ-09 in October 2013. The sound of this triple is a symphony. I was all smiles, but I didn't buy the bike. My answer to my dealer, if the FZ-07 comes to Canada, don't call me, just do the paper work for a red one. The FZ-07 is my 10th street bike.

Eric Mathieu via email

DO YOU HAVE SOMETHING TO SAY? We love hearing your thoughts on an article, comments, suggestions or criticisms. Comments selected for publication may be edited for grammar, readability and length. Send notes to editor@motorcyclemojo.com.



From Ron Muddy's Pit BBQ

Sometimes the best places to eat are close to home. Muddy's Pit BBQ, in the hamlet of Keene, Ontario, where Indian River enters Rice Lake, serves beef brisket that is smoked on site and melts in your mouth.

From Stu The Flying Fish

The Flying Fish, a fish 'n chips shop that does things the old way: malt vinegar strong enough to make you cough and fish done just right. The owners used to run the Flying Fish in Whitby, Ontario, before retiring to Brighton on Prince Edward Street.

From Misti

Arms Reach Bistro

I like the Arms Reach Bistro in Deep Cove, B.C., because the food is amazing, it's not outrageously expensive and it's in a beautiful setting with a lovely view of the cove. It makes for a great destination ride.

Got a favourite restaurant or pub? Send us an email to editor@motorcyclemojo.com and tell us why.



THROWBACK SUNDAY

ver Motorcycle Show, I had the chance to take an unexpected trip down memory lane. I figured the show would be a great family outing, so my husband, my two little ones and I drove to the Abbotsford Tradex in B.C. We wandered into the building, where I spotted the Motorcycle Mojo booth immediately, so we headed straight over to say hi. Editor Glenn Roberts' wife, Gwen, all smiles, replied, "Misti! We were just talking about you!" as she nodded toward a young couple standing in front of her. They smiled at me and said that they really enjoyed reading my column.

hanks to a visit to the Vancou-

"I'm a new rider and I always learn something new from your technique articles," said the young woman, "but it's especially nice to feel like I'm not the only one struggling with those issues. It's nice to feel like someone understands and has gone through it before. It's nice to feel like you are talking to us, telling us a story."

I appreciated the compliment, shook her hand, took a photo with them for *Mojo's* Facebook page, and continued wandering through the show thinking about what she had said. I wanted her to know that she certainly wasn't alone in her quest for riding knowledge, and in her progression from new rider to a more advanced and confident one. But what was the best way to convey that? By telling a story, of course.

Like everyone else at some point, I was a new rider at one time as well, and I fumbled through learning the ropes and progressing through the normal milestones that most riders go through. At the motorcycle show, I ran into many people who reminded me of that pro-



This Honda CBR was Misti's first bike in 2000.

gression from beginner to stunter, racer, coach, writer and now to a somewhat seasoned professional.

I bumped into Glen, one of the Vancouver Island riders who had been there in the very beginning. He and his friends had long ago watched me ride up to their group of sportbike riders on my very first bike, for my first group ride. I was new and inexperienced, but cocky and proud of being one of only two female riders in the bunch. I worked my way up from being slow and uncoordinated, and crashing a few times, to learning how to cope on wet roads and understanding how to ride in wind, on the highway, and in large groups. I asked lots of questions back then, and made lots of mistakes. We laughed, remembering how squidly we were, doing stunts downtown, flying down side roads and sweet-talking the police into giving us warnings instead of tickets. We laughed about how much fun we had in those early days.

I ran into Jamie, who had sold me a 2001 Kawasaki ZX6R. It was my first new motorcycle, and I used to visit the shop just to look at it with the "SOLD" sign sitting on top, while I waited for the financing to come through. I was in love with riding and motorcycles. The addiction had started.

I spoke with Keri, from a different shop where I used to buy parts and get my bike serviced. I had begged them to give me discounts and to sponsor me for my premier races, and was so thankful when they supported me. I was on a mission to fulfill a racing dream.

Brian, who had sponsored me when I moved to Vancouver to be closer to the racing scene, gave me a giant hug. I was small potatoes then, but he believed in me, and as I looked around at the people at the show, I realized that there were so many people who believed in me and helped me along the way. That is the beauty of the motorcycling community. The people are nice; they smile a lot because they love the sport; they help when they can.

I saw friends I had competed against when I first started racing at Mission Raceway, and people from Parts Canada, Suzuki, Honda Canada and Kawasaki who supported me on my various race machines. There were students I'd coached, kids I'd mentored who are now faster than me, and readers who told me that they enjoy my articles. It was like going back in time and reliving the story of my riding career.

I realized that we all start off as beginners, and we all count on others to help us through the learning process. I realized that we all have people who have helped to bring us into the community and sport of motorcycling. And I was able to really appreciate the people along the way who believed in me and helped me along my path.

I hope I'm able to encourage and support others the way I was supported, and I encourage you to do the same. **MM**

Mackesy Smye

The personal injury experts.™

CALL
DAVID F. SMYE, Q.C.

AND

MICHAEL J. WINWARD

B.A., LL.B.

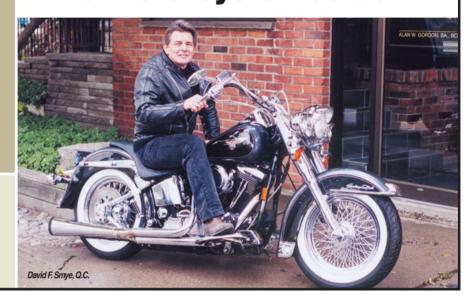
BARRISTERS

Call to Arrange Free First Consultation

905.525.2341

maclaw@mackesysmye.com www.mackesysmye.com 50 Years of Riding.
40 Years of Representing Motorcycle Accident Victims.

INJURED In a Motorcycle Accident?







RELAX, WILL YA!

'm sure you've seen that occasional rider perched on his or her bike like a concrete statue – eyes straight ahead, jaws clenched to the point you can hear molars cracking, hands gripping bar ends so tightly that primordial petroleum is oozing out between the person's fingers. That, folks, is one uptight rider. These riders are also accidents waiting to happen. The odd part about riding uptight is that I'm sure we've all done it. I know I have.

In this world of ever-expanding extreme sports, motorcycling is pretty tame stuff. However, it's not so tame that it won't bite you if you do something daft, and I suppose that's the beauty of it. I've always found that when I put my helmet on, the world becomes a little more defined. When I slide a key into the ignition of a sweet ride, my focus becomes even sharper. Once the engine is warm and ready to roll, there's only one thing on my mind, and it's not the hydro bill that was due yesterday. I begin settling into the bike, all the systems that are whirring around in the bike are also whirring around in my head: what feels right, what could feel better and what may be trouble. The same goes for my body: Is everything in its sweet spot? If not, then why not?

A few years back, editor Glenn Roberts and I had the chance to do some extensive testing on Lehman Trikes, in South Dakota. If there were ever an example of "uptight" versus "relaxed," this was it.

When it came time for Lehman Trikes to cut us loose and ride unescorted, our trike instructor said, "Guys, it is going to take about 100 miles for you to feel comfortable on these, but please, do not give up before then." His comment struck me as odd, and a glance over at Glenn indicated that he was struck the



same way. We both catch on quickly, but 100 miles? There must be way more to this than I first thought.

The instructor disappeared, leaving Glenn and me by the side of the road with a map in hand. We both commented on a few things that were different on the trikes, then took off to ride the Needles Highway. If you had seen us on these trikes, you would've wondered if we hadn't stumbled upon some local moonshine. In corners we were either over-the-line wide or crunching gravel. Nothing was easy, and everything felt backwards. We stopped a short time later; I was uptight, almost angry. Was I that lousy a rider? What weren't we getting? Fortunately, we took our instructor's advice and tilted forward, complete with cracking molars and stern looks.

After a few close calls with insignificant objects like logging trucks, things began to change. The clouds parted and the sun shone, and all we'd been told came into being. Corners tightened up; some were even on our chosen lines. The next thing I knew, my back teeth didn't hurt anymore. My neck muscles were finally starting to go from titanium stiff to being pleasantly flexible, and my hands were loosening up from their death grip. Glenn and I were starting to laugh at each other, and the green flag dropped. We played like two kids with the world's best toys. There wasn't one bad word dropped at our next bio-stop, just chuckles and a few good challenges chucked at each other.

Now that we were happy, relaxed and laid back, were we better riders? Had our concentration gone from focusing on what felt wrong to watching the road and surrounding traffic? Could we avoid a situation, should the need arise? The answer to all the above was a resounding yes. Could I have said the same at the beginning of the day? No way. We were a danger to ourselves and everything we came close to.

I used the trike as an example because the start of the ride and the midpoint were diametrically opposed. It was very easy to see the difference between feeling uptight and feeling relaxed. What about something less clear? Say, perhaps a new rider, riding with a group more experienced. I've spoken to several riders and I've heard a recurring theme: "I was so worried about so-and-so dropping his bike, keeping up, riding beside someone . . . " The list is long and varied. Sometimes a new rider is just good enough that an experienced one doesn't notice some of the "uptight" telltales or, even worse, ignores the signs of stress.

This season, if you're riding in a group and you see the obvious – or maybe not so obvious – signs of an uptight rider, take the time to shore up the person. Slow the group down, maybe drop some of the more challenging routes; make that rider feel at ease. What you did won't be forgotten, and it will always be a positive influence, which will more than likely be passed on. MM







RIDER TRAINING? NOT ME

fter hearing some comments from a few motorcycle show visitors recently, I got thinking about rider and driver training. "I don't need rider training. I have been riding for X number of years," they said. I guess the assumption is that experience alone is training enough. I believe, however, we all have bad riding habits, and without training, we can get really good at doing the wrong thing.

Have you ever followed another motorcyclist and critiqued the rider's skill? It's an occupational habit of instructors and licence examiners, and I found myself doing just that en route to the Vancouver motorcycle show. A rider was in the middle of the lane, and following the vehicle ahead too closely. He never checked over his shoulder before turning, and he was applying the brakes in corners. His slow-speed skills were just as bad. As soon as traffic slowed, his feet came off the pegs like outriggers on a sailboat. We parked close to one another, but I said nothing; I didn't feel comfortable preaching safety skills to a stranger.

At the show, I helped my staff set up for teaching children how to ride, and I performed riding-tip demos three times a day. When not doing demos, I split my time between the Yamaha and BMW booths, chatting to folks who were checking out the bikes. At some point, the gentleman I had followed to the show asked me about the BMW R1200GS Adventure. I asked him how long he had been riding his V-Strom. I explained



that I had followed him on the road and recognized his jacket. We had a nice chat and I invited him to come watch my next riding demo on things street riders should practice on their own bikes. It worked out perfectly, since it felt awkward pointing out his errors. Instead, I showed him and the others five important tips for new and seasoned riders.

Riding slowly in a straight line is harder than riding fast (no offence to drag racers). Many riders struggle with clutch control, so a great way to get comfortable with it is to walk beside your bike, in first gear, and control the speed to a walking pace by not letting the clutch out too far. You learn to control speed with the clutch, not the throttle. You should use the clutch like a dimmer on a light switch. Then, get on the bike and ride as slowly as you can in a straight line with your feet up, again using only the clutch to control your speed.

Next, practice turning large circles with your chin on your shoulder, looking in the direction you are going, all the while riding the clutch to control your speed. The goal is to gradually tighten your circles as much as you can. A tip is to shift your butt off the seat to the outside of the bike as you lean it over to help tighten up the circles. Use imaginary bungee cords to help keep your feet on the pegs when riding slowly.

Another riding tip I demonstrated was how to handle traction loss. By pulling in the clutch, hammering on the rear brake and turning the bars, I

showed how to lose traction and stay in control. It's safer to practice this on a gravel parking lot rather than on pavement, though. If you learn how to control a rear-wheel slide, you won't panic when it unexpectedly happens.

I also demonstrated emergency braking by performing harder and harder straight-line stops. Knowing that you can stop in time when a car cuts you off is a fantastic skill to have if you don't have time to swerve. Practicing in a parking lot will really help, and is a great way to fine-tune your skills in the spring, when you're rusty from the winter break.

Many of us follow other vehicles too closely, and if we suddenly see an obstacle on the road, we often do the wrong thing: our instinct is to chop the throttle and white-knuckle the bars. If you don't have time to swerve around the obstacle, you can often ride over it. Get your butt off the seat, give the throttle a little shot just before impact to unload the suspension and lighten the front end, and look past the obstacle to where you want to go. The last thing I demonstrated was how to pick up a fallen motorcycle using a Yamaha FZ-07, in case you do have a mishap.

The best option for refreshing and strengthening your skills is signing up for some advanced training. If there isn't a training program or a racetrack school near you, you can always look up my riding tips on YouTube; simply search for Clinton Smout. Good luck and ride safe! MM

BarrieHonda



IT'S TIME TO RIDE!

FOR ALL YOUR MOTORCYCLE & ATV NEEDS • Sales • Service • Parts • Accessories •





















GENERATORS. LAWN MOWERS & WATER PUMPS



PIONEER 700 + 500

SERVICE TO ALL MODELS!

On-the-Spot Financing!

Trade your Bike, Car or Truck!

Cash for Bikes!



74 MAPLEVIEW DRIVE BARRIE, ONTARIO

AND YES WE RIDE TOO!

SALES & PARTS HOURS: MON - FRI 9:00AM - 5:30PM SATURDAY 9:00AM - 5:00PM

SERVICE HOURS: MON - FRI 9:00AM - 5:30PM

Barrie Honda

(705) 797-2006 • 1-800-267-4449 POWERHOUS





















































































Gentleman's Roadster



Story by Costa Mouzouris

The newest roadster to come out of Germany not only rules the corners, but can also do double duty as an efficient sport-touring bike





PRESSLAUNCH 2015 BMW R1200R





A relaxed and upright seating position and comfortable distance to foot pegs and handlebar make it feel like you are sitting in, as opposed to sitting on top of the bike.



panish weather is usually fairly predictable. Confirming this notion, upon arrival for the launch of the 2015 BMW R1200R in Alicante we were told, "This part of Spain only gets three days of rain a year." But the weather in southern Spain these days seems to belie all regular patterns. Alicante is a vacation destination for Europeans coming from Germany and France, and although we were in the off-season, the weather was nonetheless supposed to be temperate and dry with temperatures in the high teens. What we got instead were temperatures just barely breaking out of the single digits, and rain. And the temperatures would drop farther along our route into the surrounding mountains.

Although I'd have preferred to ride in more seasonable weather, the cold and wet conditions would allow a chance to try out this latest boxer's new lean-sensing dynamic traction control (DTC), especially critical in this part of Spain, where wet pavement has about as much friction coefficient as a raw squid. DTC is but one of several new additions to BMW's latest roadster, which is one of two new boxers to hit the market this year; the other being the fairing-shod R1200RS.

Ninety-Plus Years of the Boxer

BMW has been making horizontally opposed twins since 1923, but through the natural course of product evolution, the German company now produces singles, parallel twins, inline fours and inline sixes, and even made triples for a while. By now you should be familiar with BMW's latest boxer engine, introduced in the 2013 R1200GS, on which for the first time since the engine's 1923 inception, BMW used liquid cooling. This engine later found its way into the R1200RT and R1200GS Adventure, and it now powers the R1200R.

If you're keeping track of all things boxer, you should note that the only model left in BMW's line-up that still uses the previous-generation air-cooled engine is



A full array of information is displayed on the TFT display serving up a wide array of information.

A light sensor is used to automatically adjust the brightness depending on ambient light levels.

the R nineT retro bike. Feeling nostalgic about BMW boxers? You might want to scoop one up before the engine, as it was originally conceived, disappears.

The engines in all of the above-mentioned liquid-cooled bikes are almost identical, with only their different airboxes and exhaust systems dictating the slight variations in tune between models. Horsepower across the models is 125, with torque peaking at 92 ft-lb. In the R1200R, however, the engine is tuned to produce a broader spread of torque, with more of it available at lower revs than the RT or either of the GS models.

Ditched the Telelever

The R1200R has an all-new chassis, on which you'll notice that an inverted fork has replaced BMW's trademark Telelever front end. This was the topic of some discussion at the launch, as the Telelever has become a signature of BMW boxer twins, first appearing on the 1994 R1100RS, and soon thereafter migrating onto other models. It eventually made its way onto all BMW boxers, except for a few special editions, such as the HP2 Enduro and the R nineT. The R1200R is the first regular BMW model of late to use a telescopic fork, as does the R1200RS, which is based on the same platform.

When I asked about the change, several reasons were given, including more dynamic handling characteristics with more precise front-end feedback. A fork was also incorporated to provide the additional room needed behind the front wheel for a single, central radiator. A Telelever, with its frame-mounted



The R1200R's upswept muffler and 2-into-1 exhaust isn't as raucous as its roadster cousin, the R nineT. (far left) The compact tail section contributes to the sleek look of a roadster. (left)

suspension arms, would have necessitated the use of dual, outboard radiators, which would have cluttered the styling. A fork gives the bike a compact, pared down, paked-bike look. Despite

pared down, naked-bike look. Despite this change, I was assured that BMW has not abandoned the Telelever, and that the R1200GS and RT will continue to use it indefinitely, as will the firm's touring sixes.

The frame is made of tubular steel, and a good portion of it is exposed aft of the engine, partly to emphasize the naked-bike styling. Steering geometry is more relaxed than on the R nineT, which really alters the handling between the two bikes, but more on that later.

Full Array of Electronics

This latest boxer is also available with the latest electronics BMW has to offer, including the aforementioned DTC with bank-angle sensors, stability control, selectable ride modes, electronically adjustable suspension (ESA) and an electric shift assist, which, as on the R1200RT and S1000RR, permits both up- and downshifting without the

clutch. And, of course, there's standard ABS that can be switched off, though the front and rear are not linked.

The last BMW roadster I rode was the R nineT, and it was a very different machine. Whereas you sit atop the nineT in a very vintage-like stance, you feel as if you're sitting inside the R1200R, even with the tallest of three optional seats installed. The handlebar is higher and narrower than on the R nineT, and you see more of the bike ahead of you when seated. The riding position is relaxed and upright, with standard seat height set at 790 mm. You can also swap the standard seat for one of two other options - ranging in height from 760 mm to 820 mm - at no cost when ordering the R1200R. I selected the 820 mm seat, which provided extra legroom without extending the reach to the ground uncomfortably. There's also a taller 840 mm sport seat available as an extra-cost accessory.

The instrument panel is a new keyshaped item that has a round analog speedometer offset to the left, with a large, rectangular LCD screen stretching out to the right of it. There's a lot of info available on the screen, divided into quadrants, and the info will vary depending on the electronics package the bike is equipped with. If the bike has all the bells and whistles, you'll find ride mode selections (Rain or Road), ESA settings, trip meters, gear position indicator, fuel economy computer, temperature and other items, as well as a hard-to-read bar tachometer at the top of the display.

Our test bikes came fully loaded, including the LED daytime running lights, which are part of the optional Dynamic Package (\$760), which includes the Headlight Pro option,

DTC, Ride Modes Pro and a sport windscreen. The bikes also came with a keyless ignition, a \$315 option that includes a key fob that must be within a couple of metres of the bike for the ignition to work. There's a button atop the top triple clamp, below the instrument panel, and with fob in pocket, one push turns on the ignition. A unique feature I haven't seen before is the locking, keyless gas cap. To open it, you just shut off the bike and lift the latch to pop the cap; otherwise, it remains locked, as it does if the fob is out of range. The fob also includes a switchblade key used to pop the seat.

With the engine fired, I immediately noticed another difference from the R nineT: the exhaust sound. Although rich and deep, the R1200R's exhaust note is much more subdued.

Rain Mode

Since it was raining, I started the ride in Rain mode, with softened power delivery and increased traction control intervention. The temperature reading on the dash display read 10 C, so I also turned on the heated grips, which are standard on Canadian models and oh so convenient.

The optional Dynamic ESA was set to the softer Road setting. (Dynamic ESA is part of the \$1,900 Touring Package, which also includes cruise control, a GPS mount, luggage rack, saddlebag mounts and a centre stand.) In that setting, the suspension was firm, yet comfortably compliant – and much softer than on the nineT. Without the ESA option, suspension adjustment is limited to rear rebound damping and preload, the latter adjustable via an easily accessible knob.

Clutch effort is super-light, and the gearbox slips into gear with just a nudge at the shifter. Our bikes were also equipped with the electronic shift assist, and as I'd experienced before with this system, it isn't entirely smooth at low engine speeds, sometimes providing jerky shifts as well as a firmer shift lever, but it really shifts quickly and precisely when the revs pick up – and that includes the clutchless downshifting. It's a \$515 option that you should consider mostly if you

plan to track ride the R1200R, which it's perfectly capable of doing.

In Rain mode, the bike still felt strong off the bottom with very smooth throttle response, which is typical of this latestgeneration boxer. Despite the slippery pavement, I rarely saw the traction control illuminate to advise me that the bike was saving me from disaster, though it did come on occasionally at some corner exits when I deliberately gassed it harder than I would normally. Switching to Dynamic ride mode really perked the bike up, with smooth, lively acceleration from nearly off idle that was absent of any abruptness. The engine also likes to rev, pulling hard in a linear manner all the way to redline, though visiting the upper rev range isn't necessary owing to the engine's muscular bottom end.

Aside from some mild throbbing, the counterbalanced engine was smooth throughout the rev range. I purposely switched the ride mode to Dynamic on the wet pavement, which provided more aggressive throttle response, yet found the bike as easily controllable as when in Rain mode. This is a testament to the boxer's broad, flexible power band, but also a reminder that bikes once did fine without ride modes.

Dynamic Mode

As the weather improved and the roads dried, I set the suspension to the firmer Dynamic setting, which felt about as firm as it did on the nineT – great for maintaining control on smooth roads, but likely to lift you off the seat on big bumps. Steering is light and neutral, and the R1200R's more relaxed steering geometry makes it more stable than its retro-styled stable mate. It also dives when braking, allowing you to tighten up your line through a turn with much less effort than its Telelever-equipped predecessor. It feels more planted and longer, and will likely be less fatiguing

on long rides than the R nineT.

BMW had an R1200R on display dressed up with saddlebags and a top case; add an accessory windscreen and this bike will make a more competent sport tourer than the nineT. Its 18-litre fuel tank will be able to handle those long rides without too many gas stops, especially since the bike claims an average highway consumption of 4.7L/100 km.

New Tech. Same Price

The new R1200R has nothing in common with the outgoing model – except the price. At \$16,050 for the base model, the price hasn't changed from last year. There are three styling choices: the blue base model with black frame; Style 1 (an additional \$540), which is white with tank graphics, and has a red frame, a mini-flyscreen and an

engine spoiler; and Style 2 (\$385), which is black on a dark grey frame, and my favourite of the three.

Although it wasn't my initial intention to compare the R1200R with the R nineT, a mental comparison was inevitable, because they're both boxer roadsters, and I like both these

machines very much. The nodel undercuts the R nine

base model undercuts the R nineT by \$150 and has standard (basic) traction control and heated grips, items that are absent on the retro Beemer. Despite the seemingly better bargain, I'd still have a tough time deciding between the two machines, because while BMW claims that the R1200R is the most dynamic boxer it's ever built, the R nineT feels more visceral - and it has that nearly intoxicating exhaust note. The R1200R, however, is for the more practical rider looking for a longer-term relationship with the road, and for many, that will be the ultimate dealmaker. mm



2015 BMW R1200R



LIST PRICE

\$16,050

WARRANTY

3 years, unlimited mileage

CONTACT

bmw-motorrad.ca

ENGINE TYPE

Liquid-cooled horizontally opposed twin

DISPLACEMENT

1170 cc

POWER

125 hp (92 kW) at 7750 rpm

TORQUE

92 ft-lb (125 Nm) at 6500 rpm

BORE AND STROKE

101 x 73 mm

COMPRESSION RATIO

12.5:1

FUEL DELIVERY

EFI with 52 mm throttle bodies

TRANSMISSION

6-speed

FINAL DRIVE TYPE

Shaft

FRONT SUSPENSION

45 mm inverted fork, non-adjustable REAR SUSPENSION

KEAK SUSPENSION

Single-shock adjustable for rebound damping and preload; ESA optional

WHEEL TRAVEL

Front: 140 mm (5.5 in.); Rear: 140 mm (5.5 in.)

BRAKES

Front: Two 320 mm discs with radial

4-piston calipers;

Rear: 276 mm disc with 2-piston

caliper; ABS

WHEELBASE

1510 mm (59.6 in.)

RAKE AND TRAIL

27.7 degrees/125 mm

TIRES

Front: 120/70ZR18; Rear: 180/55ZR17

WEIGHT (WET)

231 kg (509 lb)

SEAT HEIGHT

790 mm (31.1 in.)

FUEL CAPACITY

18 litres

FUEL ECONOMY (CLAIMED)

4.7L/100 km (average hwy)

FUEL RANGE (ESTIMATED)

380 km





40 YEARS OF LUXURY TOURING



Join Honda in celebrating the release of our 40th Anniversary Gold Wing lineup, marking a milestone achievement in what can only be described as one incredible journey.















Smooth lines and compact details make the Dragster a best seller for MV Agusta.

Story by Costa Mouzouris

ccording to MV Agusta chief Giovanni Castiglioni, there was no marketing research done to determine a target market for the Dragster; no focus groups were tapped for input to boost sales. They just built the Dragster because they thought it was cool, and they expected to sell maybe 500 units. Within six months after its introduction last year, almost 2000 Dragsters were sold, and according to Castiglioni, if they had built more, they would have sold those too. To follow up on the Dragster's success, for 2015, MV Agusta released a hotter, faster and meaner RR version, and I was invited to ride it in Siena, Italy.

The Dragster is a customized offshoot of the Brutale 800 naked bike, which has become the Italian bike maker's bestselling model. It shares many components with the Brutale 800; what distinguishes the Dragster is its unique adjustable handlebar, its blunt rear sub-frame that ends at the seat – there's no tailpiece – and a fatter, 200-series rear tire mounted on a six-inch-wide wheel. Many of the components of the standard Dragster have transferred onto the RR, including chassis specs and bodywork, as well as various other bits. Where the RR version splits from the standard is in engine and suspension tuning, and there are some important styling variations.

An Uprated Dragster

Like the standard Dragster, the RR uses a 798 cc inline triple, though it uses different tuning, which bumps engine output by 15 hp to 140, and the torque curve is flatter. Suspension components are mostly the same, except that there's a new 43 mm Marzocchi inverted fork that uses aluminum male sliders with a DLC coating for longevity, and suspension settings are firmer. It also gets an adjustable steering damper (no damper on the standard bike).

The RR shares the Dragster's eight-level traction control and four selectable ride modes. New is an electric shift assist that allows clutchless gear changes both up and down, and it has a slipper clutch.

The Dragster RR is among the most radically styled production bikes I've come across in a while. It uses tubeless spoke wheels with unique spoke mounting that really accentuates the rims, and they're finished in contrasting colours. I think the Dragster's wheels, whether painted black or white, look spectacular.

Technical Riding

Our route took us on the sinuously tight and narrow roads intertwined among the hills and vineyards of Tuscany. We turned out of the hotel parking lot onto a ridiculously narrow, winding road, and within minutes were just hammering along at a pace set by MV Agusta's guide riders



that would have easily put us in the advanced group during a track day.

The RR has a compact riding position, its forward-biased seat nestling me snugly against the fuel tank. The bike feels tiny – until you twist the throttle, when it lunges forward with enough force to strain your shoulder sockets. There's no doubt it has big-bike power, and it just keeps pulling hard all the way to redline. Because of the bike's short wheelbase and light weight, the front wheel lifts going into fourth gear at full throttle, at speeds exceeding 160 km/h (not that I'd know).

Unfortunately, the fat rear tire exacts a slight toll on handling, and the Dragster RR needs a fair amount of steering effort to maintain a lean, with the effort increasing the deeper you lean. It also feels nervous and twitchy over bumps, causing me to crank up the steering damper a couple of clicks. Although I never felt headshake, the front end felt light and not too assured over bumps.

I don't recall the standard Dragster I rode last year exhibiting such twitchiness, so I attribute it to the RR's firmer suspension, though a number of the roads we travelled were very bumpy. Our MV Agusta hosts were apologetic

about the rough roads, but I thanked them for providing riding conditions I can relate to back home.

Clawing at the Sky

Throttle action, though instantaneous when in Sport mode, is not abrupt and is easily modulated, even at low speeds. Twist the right grip over small crests in the road and the front wheel goes skyward; this hooligan machine is a bad influence and should be ridden accordingly hard, but bear in mind that Italian authorities are more lenient than our draconian law enforcement officials.

Sport mode also allows clutchless downshifting (as does Custom mode, but not Rain or Normal), blipping the throttle automatically when downshifting to smooth out the gear changes; on a couple of occasions, however, it provided an extra blip after the shift was completed, jerking the driveline. Regardless, I resorted to using the shift assist on downshifts for most of the day.

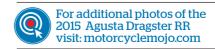
Throttle control gets softer in Normal mode, which makes puttering about town easier, and if you're down to your last couple of points on your driver's licence, you might want to keep it in Rain mode, which limits output to 100 hp and provides the softest throttle setting. I found Sport suited most situations and it was my default ride mode until our 200 km day ended.

Significant Growth

MV Agusta, with the help of Giovanni Castiglioni and his bike-enthusiast engineering team, has come a long way in the last few years. It went from being a niche bike maker with just three models in the line-up in 2009 to a forecasted 19 models by the end of this year. Despite this growth, it remains a maker of exotic, upscale motorcycles.

"MV Agusta is a builder of premium motorcycles," Castiglioni tells me during dinner. "We do not know how to build cheap motorcycles."

And at \$19,995, it's not cheap. But for that price, what you get is an unapologetic custom bike that looks as if it came out of a California bike-builder's shop, but with an exotic, Italian flair. It behaves like the roguish kid down the block your parents told you to stay away from: It's brash, it's nervous – and it's a bad influence. So, you naturally want to befriend it. **MM**



2015 AGUSTA DRAGSTER RR



LIST PRICE

\$19,995

WARRANTY

2 years, unlimited mileage

CONTACT

mvagustacanada.com

ENGINE TYPE

Liquid-cooled, inline-triple

DISPLACEMENT

798 cc

POWER

140 hp (103 kW) at 13,100 rpm

TOROUE

63.4 ft-lb (86 Nm) at 10,100 rpm

BORE AND STROKE

79 x 54.3 mm

COMPRESSION RATIO

13.3:1

FUEL DELIVERY

Mikuni EFI

TRANSMISSION

6-speed

FINAL DRIVE TYPE

Chain

FRONT SUSPENSION

43 mm inverted fork adjustable for preload, compression and rebound

damping

REAR SUSPENSION

Single shock adjustable for preload, compression and rebound damping

WHEEL TRAVEL

Front: 125 mm (4.9 in.): Rear: 125 mm (4.9 in.)

BRAKES

Front: Two 320 mm discs with radial 4-piston calipers; Rear: 220 mm disc with 2-piston caliper; ABS

WHEELBASE

1380 mm (54.3 in.)

RAKE AND TRAIL

N/A / 95 mm

TIRES

Front: 120/70ZR18: Rear: 200/55ZR17

WEIGHT (DRY)

167 kg (368 lb)

SEAT HEIGHT

810 mm (31.9 in.)

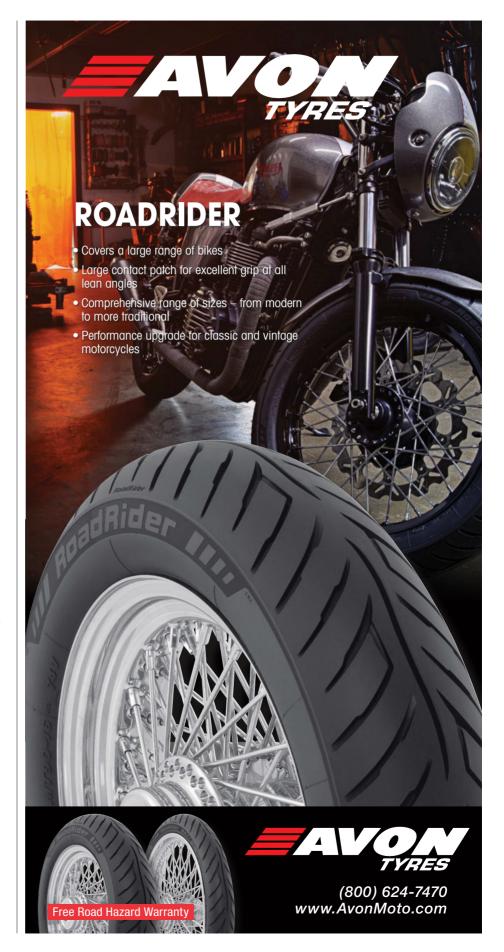
FUEL CAPACITY 16.6 litres

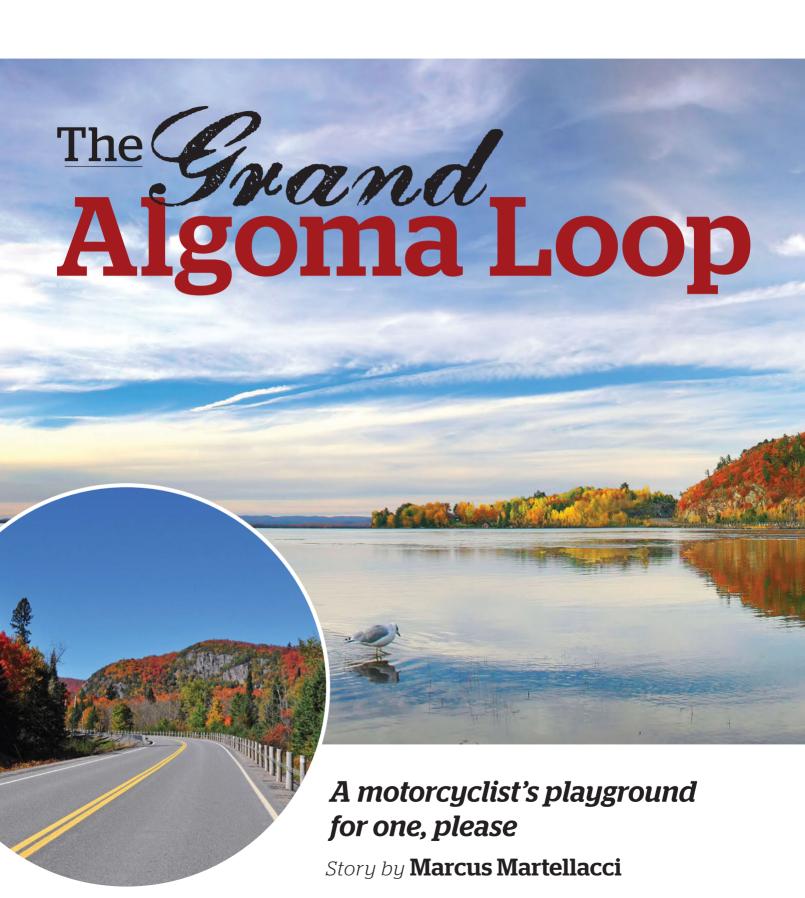
FUEL ECONOMY (CLAIMED)

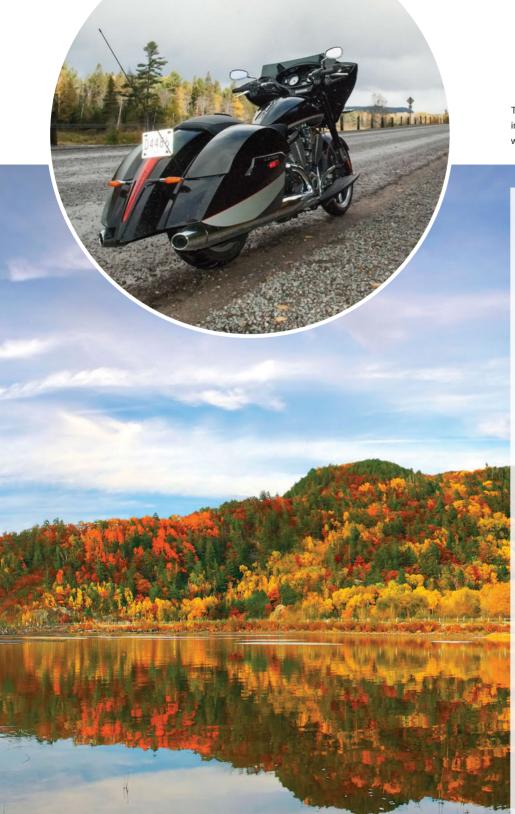
N/A

FUEL RANGE (ESTIMATED)

N/A







The vibrant fall colours are out of control in Northern Ontario, but the fall also brings wet and cold riding days in the north.

FAST FACTS

THE WHERE AND WHAT OF IT

The Algoma District of Ontario consists of 48,735 square kilometres. The Grand Algoma Loop is a round trip of approximately 750 km.

DAMN DAM

Aubrey Falls is a series of spectacular cascading waterfalls located next to a hydroelectric station and dam, which turns the falls completely off during nights in non-peak season.

TOURIST ATTRACTION

The Mississagi River is a favourite
Algoma destination for anglers, boaters
and campers. It's also home to an endangered
population of lake sturgeon, Canada's
largest freshwater fish.

WE DIDN'T START THE FIRE

In 1948, the Mississagi fires raged for more than two months, destroying 750,000 acres of forest. More than 1500 men were recruited with the promise of 50 cents per hour to fight the blaze and threatened with jail time if they didn't go.

THERE BE MONSTERS

Pictographs on the shores of
Lake Superior Provincial Park portray
images of at least three monsters thought
to lurk beneath Superior's surface.

THE FAIR ISLE

St. Joseph Island is the second-largest island on Lake Huron, behind Manitoulin Island, and the third largest on the Great Lakes at 365 square kilometres.

PHOTOS BY MARCUS MARTELLACCI, ROB LARUE, TRAVIS FAVRETTO, MIKE JACOBS

've never been so glad to see hail or be pelted by it. Every stinging bite from the pea-sized pellets reminded me that the freezing rain and snow were behind me. However, the challenge of removing the ice buildup on my visor remained, and scratching at it with a pair of winter gloves worked about as well as scraping a windshield with a soggy Tim Hortons cup. "Screw it, I'm pulling over."

The weather in the weeks leading up to my trip on the Grand Algoma Loop had been sunny and warm, but as I prepared for my departure, so too did the weatherman's optimistic forecast. By the time I passed Sudbury in the early evening, it was 8 C and falling, with almost 200 km to go.

Approaching Iron Bridge, foreboding clouds darkened the skies to a slate grey, roadside forest turned to exposed rock and each crest revealed an everexpanding view of the country ahead until, at last, Lake Huron's shores appeared before me for the first time. Islands of granite rose up out of calm waters, and at that moment the sun appeared, low on the horizon, casting long shadows with its waning rays.

Welcome to Algoma

The magical moment was fleeting, as most are, and the sun disappeared again, to be replaced with the cold, dark nimbus clouds that prepared to dump their contents all over my parade. Watching their inevitable approach across the huge landscape made me feel very small - and soon thereafter very wet. But as I would discover over the next few days, for every moment of discomfort I was dealt by Mother Nature, Algoma would present a new and amazing experience just down the road.

The last few kilometres into Iron Bridge followed the meanderings of the Mississagi River, once used by the native Ojibway as a primary means of transport from the expansive northern forests to the coast of Lake Huron. The river eventually deposited me at my destination for the night, the Red Top Motor

Inn, just as darkness fell, the long ride on an unfamiliar bike having gone surprisingly well.

The experiences shared among new friends at the end of the day, over a meal, around a campfire or across a bar top, are a huge part of why I love to travel. My hosts at the Red Top that evening, Greg and Antonio, would be the first to bring a human element to my trip and, ironically, the last.

After checking in and unpacking, I returned to the dining room to find a gourmet menu created by Antonio. My dinner would be the last meal served that night, and it was made even better by the company of my hosts, their stories and a generous wine selection.

From Here to There and Back to Here

Rising in the morning to aromas wafting out of the restaurant instantly brightened the cool, damp conditions. A late start to my day's ride saw the weather improve, and thanks to a tip from my hosts, a change in route took me north from Highway 17 onto 556 and 554, which then deposited me onto Hwy 129 northbound toward Chapleau. The sky was pure blue in the first hour on the bike, highlighting fall colours against hillsides and cliffs. Such was the breadth of my surroundings that I pulled over in honour of my favourite movie quote: "Life moves pretty fast. If you don't stop and look around once in a while, you could miss it." I thank you for your wisdom, Ferris Bueller.

The road soon met up with the Mis-

Holding more water than all of the other Great Lakes combined, Lake Superior contains enough water to flood both North and South America to a depth of one third of a metre.



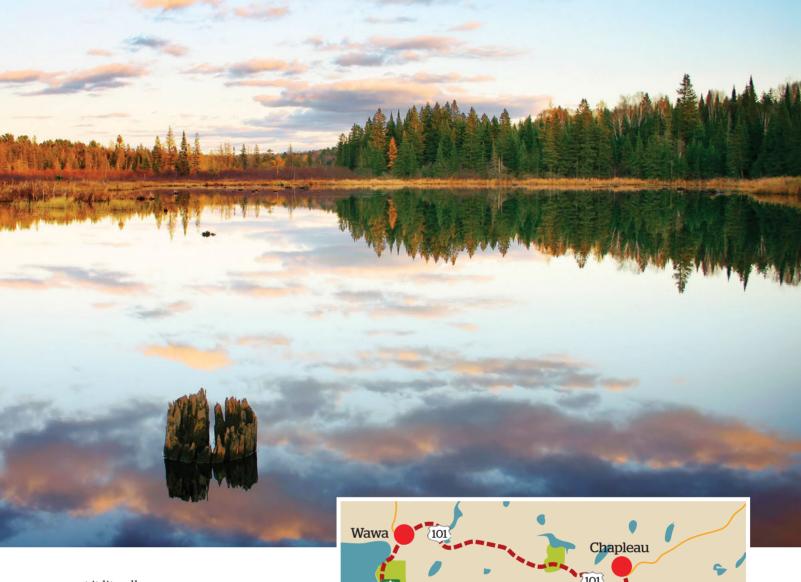
No stop in Wawa is complete without a photo of the Wawa Canada goose. The view of a still pond can be a stunning sight.



sissagi River National Park, following its namesake's route through rocky valleys. Picturesque is an apt description, and it was easy to allow my eyes and mind to wander. During just such an episode, the pavement suddenly turned to gravel. The now intermittent loose surfaces (being refinish for the beginning of the 2015 riding season) had me swapping riding styles from flat track to full lean, on ever tightening corners that soon included abrupt elevation changes. Here's where I lost myself completely in the exhilaration of the ride.

Dense forest lined the vast majority of my day's route, with no villages or towns to speak of. The feeling of being truly alone was only interrupted by the odd logging truck - their cargo filling the air with the scent of fresh-cut pine, leaving behind a trail of sawdust that danced on the road like a light fall of snow - a thought I would come to regret. Days later, I found some of the airborne sawdust in my helmet. They say you'll take a piece of this place home with you, but I'm not sure they





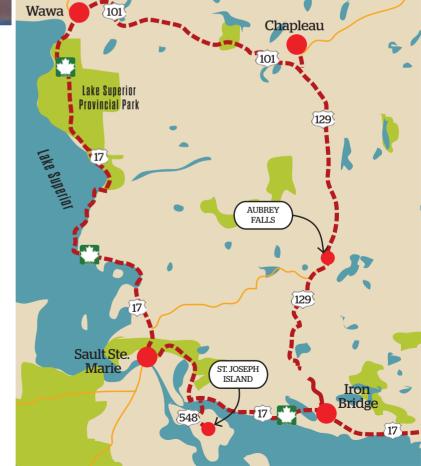
meant it literally.

Approaching Chapleau, the temperature began to drop, and after a quick stop for gas, I donned another layer in preparation for darkening skies and the last leg to Wawa on Hwy 101.

There's Something in My Eye

It began as a light rain, which then turned to freezing rain, before becoming a full-blown whiteout. Ironically, my water-repellent gear was the only thing the snow stuck to other than my face shield, which in itself posed a small problem.

The snow mercifully turned to peasized hail while I struggled to scrape my visor with a soggy winter glove with little avail. Pulling over seemed the prudent choice, and I did so with visions of a fellow motorist passing by to see this abominable snowman-like biker flailing about with a helmet-sized snowball in his hands trying not to be pelted unconscious by the frozen precipitation. Once again I needn't have worried; no sooner had I stopped, the





For a very brief moment, the sun came out just long enough for Marcus to capture a photo of a rainbow in front of a storm cloud.

world around me went dead calm, leaving just a bike, a rider and a peaceful, seemingly endless wilderness.

That night at the Wawa Motor Inn, I had the pleasure of enjoying a few pints with Gord Jones, owner of Jones Powersports, and one of his buddies. Gord and I share a very similar taste in bikes - and humour - apparently, as was made evident upon discovering we'd both owned similar Italian-made dual-sport bikes.

Dawn the next day brought with it the sound of rain against my window and a repeated battering for the snooze button on my alarm. A much more respectable hour of day brought my actual awakening, followed by an obligatory picture of the Wawa Goose and my subsequent departure, then soon thereafter my first glimpse of Lake Superior's rugged coast.

The Greatest of Lakes

The massive wall of stone that flanks Old Woman Bay loomed ahead, distracting motorists that should be preparing to veer left at the bottom of the hill before plunging into the lake. Thankfully, Lake Superior Provincial Park is littered with roadside areas from which to admire the view or stay and camp.

The remainder of my day was spent with Superior's rocky eastern shores on my right and a seemingly infinite roller coaster of roadway ahead. Breaks were taken frequently to walk along deserted beaches and read placards containing information about the area and its history.

Saying farewell to Superior in the early evening signalled my impending arrival in Sault Ste. Marie. Old friends, snow, sleet and hail greeted me there. A quick visit was all I had time for and I blasted through town, headed for Lake Huron and St. Joseph Island.

True to form, the sun came out once I crossed the bridge onto beautiful St. Joseph Island, and on my arrival at Hilton Beach, a rainbow appeared between the island and the mainland.

Life on the Island

The last night of my Algoma adventure featured a perfect steak dinner at the Tilt'n Hilton Restaurant and a lakeside view from my room at the Hilton Beach Inn. Awakening to the sun rising over the marina's placid waters had me out of bed without delivering even a single blow to the unsuspecting alarm clock. Wandering between slumbering vessels, perched on their blocks and stands, awaiting winter's grip, the realization that this would be my last trip of the season began to sink in.

Riding east on Hwy 17 allowed for an unobstructed view of Lake Huron's North Channel, en route to the starting point of my loop in Iron Bridge. I couldn't resist one more stop at the Red Top, as Greg and Antonio had told me today would be the end of their season. I arrived just in time to enjoy the last breakfast they served before closing for the winter and bid them farewell.

Pulling out of Iron Bridge, headed back east, marked the end of my Grand Algoma Loop. It was a trip of remarkable contrasts between land and sea, dull greys and vibrant colours, snow and sunshine, the chilling ride and the warmth of complete strangers. Not seeing a single motorcyclist on those incredible roads over four days was perhaps the most striking contrast of all. I'll never forget the time I was lucky enough to have Algoma all to myself. For more information and riding routes in the Algoma region, go to www.ridealgoma.ca. MM





Island BMW Victoria, BC Tel: (250) 474-2088

Vancouver Motorrad Vancouver, BC Tel: (604) 731-5505

Pacific Motorrad Richmond, BC Tel: (604) 276-2552

Bentley Motorrad Kelowna, BC Tel: (778) 755-5540

Argyll Motorrad Edmonton, AB Tel: (780) 435-6811

Blackfoot Motorrad Calgary, AB Tel: (403) 243-2636

European Motorrad Saskatoon, SK Tel: (306) 934-3717

Wildwood Sports Winnipeg, MB Tel: (204) 477-1701

Budds' BMW Oakville, ON Tel: (905) 845-3577

BMW Toronto Toronto, ON Tel: (416) 623-4269

Maranello Motorrad (Opening soon) Toronto, ON Tel: (416) 997-1400

Endras Motorrad Ajax, ON Tel: (905) 619-5522

Wolf BMW London, ON Tel: (519) 951-9482

Ottawa Motorrad Ottawa, ON Tel: (613) 731-9071

Monette Sports Laval, QC Tel: (450) 668-6466

Moto Internationale Montréal, QC Tel: (514) 483-6686

Moto Vanier Québec, QC Tel: (418) 527-6907

Carrier BMW (Now Open) Drummondville, QC Tel: (819) 395-2464

Evasion BMW Sherbrooke, QC Tel: (819) 821-3595

Atlantic Motoplex Dieppe, NB Tel: (506) 383-1022



BMW Motorrad – Canadian Dealer Directory

Avalon Motorrad St John's, NL Tel: (709) 726-6500



The Ultimate Riding Experience.*

GOING, BE BORING. WILL BE NTED TO GO.

Symply Put

There's no overstating the importance of being understated

Story by Marcus Martellacci

mall bikes are a blast. They make me feel like a kid again, and that's quite a feat these days. Perhaps it's riding around at the peak of a machine's ability without the fear of tickets or bodily harm, or in this case maybe it was riding a motorcycle that began production before I was born.

My rejuvenation, so to speak, arrived in the form of a 2014 SYM 150 Wolf Classic, kindly delivered to our offices by SYM's Canadian distributor and Motorsports Canada Ltd. owner, Michael Wells. His words, and I quote, were "Keep it as long as you'd like." So I did, and then I kept it a little longer.

What's in a Name?

For those not familiar with the SYM Motorcycle brand name, it's a division of Sanyang Industry Co. Ltd. of Taiwan. SYM began assembling motorcycles under licence from Honda in 1961 and, more significantly in our case, began assembling Honda's CB125S overhead-cam single in 1969. When Honda terminated its contract with Sanyang in 2002, the assembly lines just kept on rolling. The bike we tested is essentially an updated 150 cc version of the original CB125S, sold under the SYM banner.

A Technological Tour de Force It Is Not

In regard to specs and components, let's be frank, it's not about high performance or cutting-edge technology. The Wolf Classic has less than 15 hp and weighs 120 kg, with a seat height of 760 mm; this motorcycle is as beginner-friendly and unintimidating as a bike could be. The power is adequate to keep you in the flow of traffic on all but super-slab surfaces, and fuel economy is a

miserly 2.7 L/100 km – even with the throttle pinned from time to time. It's still carbureted and fuelling is spot on, as were the clutch, shifter and gearbox. We could liken the design to a smooth stone you might find on the shoreline: 40 years of rolling down SYM's assembly lines have rounded off any objectionable protrusions on this bike's character, performance and appearance. Well, almost. Other than the occasional false neutral at high rpm, the bike we tested actually came with a pair of protrusions: small saddle bags that I was determined to remove. But there's no argument with their functionality. As the SYM turned into a long-term fixture, so too did the effective little saddlebags.

Pin It to Win It

The riding experience on the Wolf Classic is where you can make a strong argument for purchasing this small, modestly propelled and priced motorbike. For the sum of \$2,999 plus freight, prep and taxes, you get a reliable and handsome motorcycle







that makes a good commuter in the city or on surface streets. The Wolf Classic skips along at 80 km/h with little issue, and on a slight downhill, she can be coaxed over 100 km/h. Even at that speed the front disc brake with steelbraided line has no problem slowing down the fun. Ringing this bike's neck is part of the enjoyment, as it is with most small bikes, and there's little guilt associated thanks to the engine's tough, Nikasil-coated bore and proven components being more than capable of taking the flogging. Mind you, a more sedate approach to riding suits the SYM best.

The Real Deal

There was great satisfaction to be found just putting along and taking in the passing scenery that I'd been blowing by in my car or on more powerful bikes. How had I not noticed that half-covered 1968 Camaro rotting away next to the old barn? Okay, so maybe there are some things best left unseen, but the point is, you'll have time to look around. And while you're moseying, you may also notice people pointing and staring at you on this café-esque

throwback that never actually got thrown back or thrown away for that matter, just improved on since SYM started building these simple bikes all those years ago. So I guess you'd call it an authentic café. It does have two-position adjustable clip-ons, a kick-starter, fork gaiters and chrome analog gauges after all. Anyway, I decided that the oglers – and there were many – either saw something familiar or attractive about the SYM, with its classic, understated styling and eye-catching red on white livery, or I had something

lodged in my teeth, which they could

I was wearing most of the time.

clearly identify owing to the stupid grin

motorcycles.

Old school rules: Not much

has changed over the years

from the late-sixties CB125S.

Simple chromed analog dials, kick start and fork gaiters all

have a certain appeal that

is rarely found on modern

Such Sweet Sorrow

I spent more time with the SYM Wolf Classic than with any other bike over the 2014 riding season and had no desire to return it even after the snow arrived. It became a trusted companion, never failing to start or deliver me from point to point, regardless of the conditions. But more importantly, it made me feel like a kid every time I rode it. And that experience alone would be worth the price of admission, which is the same in Canada as it is south of the border for 2015, regardless of the exchange rate. MM



2014 SYM WOLF CLASSIC



LIST PRICE

\$2,999

WARRANTY

24 months, limited warranty

CONTACT

symcanada.com

ENGINE TYPE

4-stroke, single cylinder, air-cooled

DISPLACEMENT

149.4 cc

POWER

15 hp (11 kW) at 8500 rpm

TORQUE

9 ft-lb (12 Nm) at 9000 rpm

COMPRESSION RATIO

9.6:1

FUEL DELIVERY

Carburetor

TRANSMISSION

5-speed

FINAL DRIVE

Chain

FRONT SUSPENSION

Telescopic fork



REAR SUSPENSION

Swingarm, dual-mounted shocks

BRAKES

Front: Single 240 mm disc with twopiston caliper and steel-braided line

Rear: Drum

WHEELBASE

1250 mm (49.21 in.)

TIRES

Front: 2.75 - 18; Rear: 3.00 - 17

WEIGHT (DRY)

120 kg (266 lb)

SEAT HEIGHT

760 mm (30 in.)

FUEL CAPACITY

12.5 L

FUEL ECONOMY (OBSERVED)

2.7 L/100 km

FUEL RANGE (ESTIMATED)

460 km







MM

Canadians Invade Italy (again)

Following part of the route that Karen Nickel's grandfather, along with 26,000 other Canadian troops, took more than 70 years ago put the finishing wrap on an amazing Italian motorcycle tour



Ancient Rome; the starting point of a fantastic motorcycle tour along the coast of the Tyrrhenian Sea to Sicily. (left) The rented 800GS inspects the map of Tropea looking for a way out of town. (below)

Story by

Curtis & Karen Nickel

ome to Sicily evokes visions of twisty coastal and mountain roads, medieval villages, ancient ruins, as well as Calabrian and Sicilian cuisine and wine. Italy has attracted waves of invaders over the centuries, including the Canadian army. Our local regiment from the Belleville, Ont., area, the Hastings and Prince Edward Regiment (Karen's grandfather was an officer in the Hasty P's), along with 26,000 other Canadians, waded ashore in southern Sicily under cover of darkness in the early morning of July 10, 1943, and struggled across its rugged mountainous terrain, opposed by crack German and Italian army units on their way to Rome. Karen and I had always wanted to see the land where they fought and thousands died. To contend with the reputation of Italian drivers, we invested in high-visibility riding gear before we departed. This time, they would see the Canadian invasion coming.

FAST FACTS

TOUR LOCATION

Southwestern Italy and Sicily. Areas ridden include Rome, Pompeii, the Amalfi Coast, Maratea, Tropea, Messina, Taormina, Cefalu, Corleone, Agrigento, Piazza Armerina, Agira and Catania.

CANADIAN CONNECTION

Canadian troops joined the Allied attack on Sicily in 1943 and continued with its advance to Rome.

TIME ON THE ROAD

Ten days and approximately 1600 km.

MOST FRIGHTENING RIDE

Navigating Rome rush hour traffic.

MOST DIFFICULT RIDE

The roller-coaster ride up to the Statue of Christ the Redeemer (Statua el Cristo Redentore) overlooking Maratea.

MOST BEAUTIFUL RIDE

The Amalfi Coast.

MOST MEMORABLE RIDE

The up-and-down twists and turns of the Sicilian mountain roads.

HIGHLIGHT

The inspiring Canadian Agira War Cemetery.



LEARNING HOW TO NAVIGATE THE TIGHT BENDS AND HAIRPIN TURNS WE WOULD HAVE TO CONTEND WITH THOUSANDS OF TIMES OVER THE NEXT 10 DAYS



One of the highly detailed Roman mosaics at the Villa Romana del Casale near Piazza Armerina.



One of the rough roads of central Sicily offers an outstanding view of the countryside

Karen and I arrived in Rome a couple of days earlier to acclimatize and sightsee. With recent memories of the Colosseum, Forum, Palatine, Pantheon and dining in Piazza Navona in our mind, we met up with 18 other riding enthusiasts from all over the world, eager to

begin our motorcycle adventure. Our three guides for the next 10 days described our daily ride options (two routes with varying degrees of difficulty or just head out and get lost on your own), tour rules (no alcohol until we arrived at

our evening destination) and local rules of the road (turned out to be a bit of a joke). We were introduced to our steeds: late-model BMWs, Ducatis, as well as a couple of Honda and Suzuki bikes glistening in the sunlight. The bike I had reserved was a BMW 800 GS. The bike I met, however, was not the factory-lowered model I had tested in Canada and subsequently reserved, but rather the stock bike. It seemed high for someone with a 30-inch

inseam, but with Karen perched on

the pillion, I was just able to touch

terra firma with my toes.

Into Rome's Traffic Vortex

After a jet lag-erasing sleep, assisted with a great deal of local vino, we dropped our overnight bags into the chase van and saddled up. The parking lot was too small for a practice run, so we were immediately thrown

into the seething, swirling maelstrom of Rome rush

hour traffic. Our hotel
was 10 minutes from
the Vatican, so we
had to make our
way through the
congested, twisted,
narrow and almost
incomprehensible
downtown road
pattern to the
Autostrade. Surrounded
by swarms of buzzing

scooters, forced into the wrong lanes by buses belching black diesel exhaust into my face, cut off by taxis missing me by mere inches, I quickly learned that road lines are only a distraction and that all potential road space, no matter how small, must be taken. Ride fast, aggressively and quickly learn the art of lane splitting or end up in everyone's dust. With sweat trickling down the inside of my jacket, we reached the Autostrade where the posted 130 km/h seemed to be the minimum required speed to survive. The lightly loaded 800 with two up met the

challenge, but even flying on the back of the Beemer at 130 to 140 km/h, we were still passed as if we were standing still by other vehicles, including the occasional Ducati.

Off the Autostrade, we quickly rose through the Lepini Mountains, learning how to navigate the tight bends and hairpin turns we would have to contend with thousands of times over the next 10 days. No gentle sweepers here. We descended into Naples on the way to Pompeii with just enough time to have a private evening tour after the busloads of tourists were long gone. It felt surreal walking by the lights of our cell phones through the abandoned streets and buildings

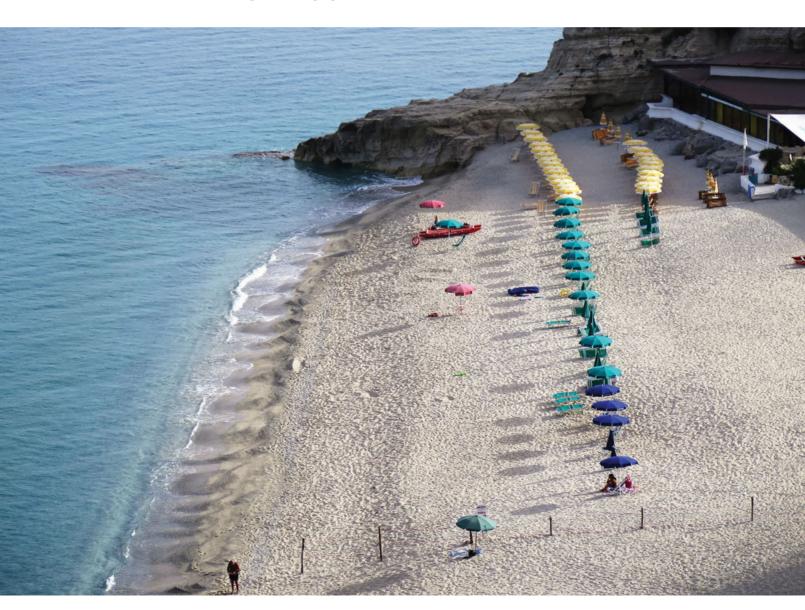
of this ancient city, obliterated by tons of volcanic ash, which spouted from Mount Vesuvius in AD 79.

A Ride like No Other

Every riding skill we had developed (and new ones we had just learned) were tested on the Amalfi Coast, navigating the narrow, twisted road cut into the rocky promontory from Sorrento to Salerno. With the Mediterranean to our right, we threw ourselves around hundreds of blind hairpin turns, passed slow-moving trucks and buses with no room to spare, and threaded our way on upgraded cart paths through picturesque villages clinging to the mountainside to arrive at



Statue of Christ the Redeemer overlooking Maratea. (above) Beach resort along the Mediterranean coast. (below)





The local cheering section. Men sitting on town benches were always friendly and would wave as we rode by.

the south end, wanting to turn around and do it all over again.

After a hard day of riding, a swim in the cool, clear water of the Tyrrhenian Sea, a fantastic pastabased four-course meal, spectacular local wine and a good sleep, we were ready for more days of riding bliss. The roller coaster of a ride to the Statue of Christ the Redeemer (Statua el Cristo Redentore) on the high mountain cliff overlooking Maratea was nerve-racking for someone leery of heights (such as myself). The view was breathtaking, and after a prayer to the main man himself, we made it back to the coast.

Following an espresso stop in Tropea on one of our coastal ride days, Karen and I headed off on our own (got lost). We had a most enjoyable experience exploring a road to nowhere in the mountains and quaint seaside towns, and stopping for cappuccino and gelato with the local families enjoying a beautiful, sunny Sunday afternoon. Each evening before dinner, we would meet around the

pool patio and recount unbelievable stories – embellished with copious amounts of beer.

Volcanoes to Cobblestones

A ferry ride across the straights to Messina landed us in Sicily. After climbing some adrenaline-pumping curves for our first Sicilian coffee shop, a resident pointed out an old church made famous in the *Godfather*. We stayed near Taormina under the shadow of Mount Etna, an active





Plaster casts of some of the 800,000 Pompeii residents who died fleeing the fumes, ash and lava of the AD 79 eruption of Mount Vesuvius. (left) The mountainous shoreline of the Tyrrhenian Sea. (below)

volcano dominating eastern Sicily, in a hotel whose driveway had the incline of a black diamond ski slope (moguls included). The mountain town was picturesque, with its well-preserved Roman amphitheatre, but a bit of a tourist trap, inundated with herds of photo-snapping travellers pouring out from tour buses.

The fine, black volcanic dust drifting down from Mount Etna settled on the mountain roads, mimicking freshly laid asphalt. It laid down two R1200RTs, leaving one with a ride-ending injury (leaking oil from a cracked cylinder head), and the rider and passenger with contusions, lacerations (trip to the local hospital for stitches), sprained wrist and broken front teeth (beware failure of the flip-up helmet). The other Beemer and rider were up and back on the road, shaken but not deterred.

The roads in Italy were difficult, but the roads in central Sicily in particular were tougher. Uneven surfaces, potholes, cobblestones, impossible turns, volcanic ash and loose gravel added to the challenge, especially with a bike that was a bit too high for me. One of the taller riders was cramping up on his Suzuki V-Strom, so we decided to do a test



TRAVEL ITALY





The roads along Italy's coast offer many amazing views like this one of the Mediterranean's deep blue waters. (above)

Visible wear and tear on one of the many ancient buildings in Sicily. (left)

discovered a dangerous slippery surface for both tires and feet. Cars, trucks, scooters, people and animals darted in front or alongside us, our side cases almost scraping either the stone walls or the haphazardly parked cars as we navigated the tight corners of these narrow, dark streets. We would ride into the centre of town like a marauding army, our exhausts reverberating off the walls of the ubiquitous town square. Once we quieted our engines, stabled our rides and doffed our helmets, the villagers could see we meant no harm and came out to greet us and direct us to the best espresso in town.

Between villages, we rode the most magnificent roads, crossing one moun-

RIDE THE DIFFICULT ROUTE TAKEN BY THE CANADIANS AS THEY FOUGHT THEIR WAY NORTH THROUGH THE MOUNTAINS IN THE DUSTY, HOT SUMMER OF 1943

switch. I was a little concerned that the smaller bike would not be up to the challenge of two up on the steep mountain roads, but that little V-twin met all my expectations, having no trouble keeping up with all his bigger brothers. And best of all, both feet could touch the ground at the same time. I ended up riding the V-Strom for the rest of the Sicilian ride.

Riding into the medieval-looking Sicilian mountain villages, clattering over variations of the obligatory cobblestones, burnished to a slick black sheen by previous travellers over the eons, we



tain range after another. The rhythm became part of us as we leaned right and left into the thousands of curves, with scarcely any straight road for hours of riding. We learned the perfect line for these complicated, haphazardly engineered roads, but it was constantly broken by potholes, gravel, livestock and the occasional wild boar. We dropped down for a ride along the northern coast to Cefalù. Heading back into the mountains, we roared through Corleone, the famous home of the Mafia, pointedly ignoring the smartly dressed young men in black suits and sunglasses lounging on black sedans parked in front of a local hangout. Agrigento, on the south coast, is an ancient Greek city of 800,000 - many centuries before the Roman era - and was astonishing. Karen found the famous mosaics of Villa Romano outstanding.

A special and unexpected highlight was being directed out of a village that held no lunch possibilities to an old hunting lodge down a treacherous dirt road several kilometres out of town to enjoy massive plates of grilled meat. Picnics arranged by our guides, such as the one in an old forest preserved as a State Park, will be remembered fondly by all the riders. The image of a gas station attendant peering into the gas tank as he filled one of the bikes, a lit cigarette loosely dangling from his lips, will be indelibly imprinted in my mind.



In Search of the Battlegrounds

Nearing the end of our trip, Karen and I decided to head off on our own again to ride the difficult route taken by the Canadians as they fought their way north through the mountains in the dusty, hot summer of 1943. Harold and Rita, two other Canadians on the ride, and several of our new American

The Forgotten Canadians in Italy



n July 10, 1943, 26,000 Canadians of the Hastings and Prince Edward Regiment, the Royal Canadian Regiment and the 48th Highlanders of Canada, invaded southern Sicily. They fought and pushed their way through the Sicilian central mountain range. Canada has more than 5900 war dead buried on Italian soil, including in the stunningly beautiful Canadian Agira War Cemetery in the heart of Sicily, the sole European war cemetery in which only Canadians are buried. One of the best descriptions of that time is from a young Hasty P's infantryman, Farley Mowat, who wrote, "and no birds sang," a line from his same-titled memoir. A humorous anecdote was when Mowat and his friend were caught behind enemy lines on an army-issue Norton motorcycle. And No Birds Sang is worth reading. The Normandy invasion the following year, while not necessarily larger, eclipsed the Sicilian invasion, which for many is forgotten or unknown. We must never forget these brave Canadians left behind in Italy.

friends decided to tag along. We rode the forgotten battlegrounds of Piazza Armerina, Assoro, Agira, Catenanuova and Regalbuto. The Canadian Agira War Cemetery was a moving experience. Four hundred and ninety white tombstones engraved with the name, age, unit and memorial inscription are situated on a beautiful forested hillside under the looming mountain village of Agira, where so many of these young men had died.

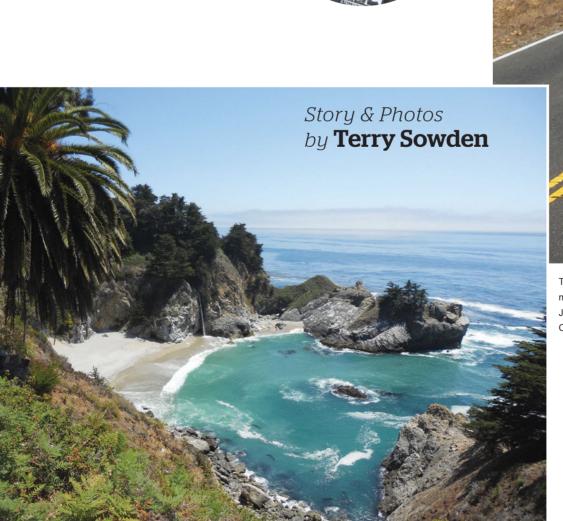
Following an uphill path on extreme

curves flanking the western slopes of Mount Etna, we arrived in Catania, our bikes silenced for the last time. We ate, drank and toasted away our last night in Sicily with our new friends. We had met all the challenges and came away exhausted, exhilarated and much better motorcyclists. **MM**



Ride for Salar

Sometimes you have to keep that ride promise, no matter what





The Big Sur should be on every motorcyclist's bucket list. (above) Julia Pfeiffer Burns State Park, California. (left)



ust a few years back, my brothers and I formed a family motorcycle club. We call it the Amibros MC, and in truth, it's really just an excuse to get together for road trips. We are all in our fifties and are spread across the continent, and this "excuse" helps us stay connected. The name, while a playful take on badass biker gangs, also encapsulates how we feel about each other: we are both friends and brothers.



Terry's new ride, Silver, parked on Hurricane Ridge, Washington State at the beginning of the trip south. (left) Blowing sand on Highway 395, California. (above)

My younger brother Lorne had been out of biking for a number of years, and as the most recent recruit to the club, we had some fun treating him as the plebe. Of course, being an MC club, naturally we all had to have biker handles. Lorne's is "Rash." This was teasingly bestowed on his first club ride when he rashed his arm, and he lost

all hope of losing the name when, on the second ride, he rashed his bike. In both cases the road rash was minor, but not so his misfortune of having us around to witness it. As is typical of Lorne, he humorously embraced his handle, and the ribbing.

We'd planned a future filled with road trips, and Lorne often talked of riding in California. Having ridden there before, I was particularly keen to "show him around." The ride was teed up for 2015. But fate had other plans: cancer claimed Lorne in April 2014, at

just 53 years of age. We never got that California ride.

A New Steed for the Stable

When Lorne passed, I decided his 2010 Yamaha FJR1300 sport-tourer should stay with the Amibros, so I bought it and had it shipped from Ontario to Victo-

ria, B.C. This presented somewhat of a dilemma, in that

it meant selling my 2005
version of the same bike.
I felt a bit guilty. We'd
been together since new
and had shared 93,000
km of adventure. Did I
imagine it, that first day
in the garage, or was one
headlight eyeing me mourn-

fully, and the other shooting scornful darts at the "younger woman"? But being newer, with much less mileage, and above all the brotherly connection, which bike would you keep?

Months later I found myself lamenting our ride left undone. Nothing about it seemed okay. "What the hell then!



THOUGH LORNE WAS GONE, HIS BIKE WAS NOT. FOR THIS TRIP WE'D HAVE TO IMPROVISE: I'D RIDE THE BIKE AND HE WOULD RIDE IN SPIRIT

We will do this ride together, damn it!" Of course, "together" now would have to be "after a fashion." Though Lorne was gone, his bike was not. For this trip we'd have to improvise: I'd ride the bike and he would ride in spirit.

And so it was that Lorne and I embarked on a three-week grand circle tour of California in September 2014.

Out here on the West Coast, almost any destination ride to the south usual-





The beautiful California State Highway, a.k.a. Pacific Coast Highway, runs for over 1000 km along the coastline.

ly begins with a day of mile-munching on the I-5 super-slab. So it wasn't until day two, when "we" reached the coast of California, that our ride really began. We Amibros do love our pictures, and an early must-do was to get one together at the California border. Alas, a portrait and the bike had to stand in for Rash, but that picture is now a treasured memento all the same.

You might think a ride like this would be a journey devoted to solemnity, and it was, but it wasn't without its humour either. And this was as it should be, for Lorne did love a good laugh. It was in northern California on day two, deep in the redwoods forest on CA101, that we experienced our first bit of mirth.

Watch Out for CHiPs on the Road

Upon encountering traffic stopped for roadwork, I did what many bikers do

and headed to the front of the queue. Rightly or wrongly, we do this on the principle that road improvements are an opportunity for ride improvements. Now to do so, of course, I had to cross the double yellows. But I was only going about 15 km/h and at the time there was no oncoming traffic. No danger to me or to anyone else. What incredibly bad luck then that the California Highway Patrol was stuck in the same line, three cars back from the front. On went his cherries as I approached. Damn! Still, though caught red-handed, I hoped to salvage a reprieve. I doffed my helmet as quickly as possible to play the grey hair card, hoping for just a stern rebuke: "You old fart, you oughta know better. Now smarten up and be on your way!" Alas, to no avail. As I waited roadside for my "souvenir," there was minor consolation and a touch of irony, in that I was



An amazing view of the rock they call Half Dome in Yosemite National Park.

able to spend some time admiring the pure majesty of those colossal trees. I'd been meaning to stop to do just this. Getting ready to head off again, I asked Rash, who was going to pay up, and imagined Lorne laughing and replying, "You can pay, Terry. I haven't had much use for cash lately."

On every road trip there ought to be occasion to discover a new favourite road. And so it was on this ride. Tiring of inland CA101, we took the Shoreline Highway (CA1) from Leggett over to the coast. The best part was when we quite suddenly broke out of the forest onto the coast. Wow! From that point to Fort Bragg I now refer to as "Little Big Sur." I've ridden the Big Sur several times, and in a more condensed way, this northern road clones all its virtues with much less traffic.

Continuing southward, the superb weather on the coast held and gave us the best possible experiences for riding the world-class Big Sur, the iconic Pacific Coast Highway, the slightly terrifying freeways of LA, and then bumping down through the surf towns to the sandy palm beaches of San Diego. There, on what would have been his

54th birthday, we shared some beers. I helped Lorne with his.

Deserts and Mountains

For the return loop, we explored the drier and higher aspects of the state – east along the Nevada border. Route CA395, the Eastern Sierras Scenic Byway, runs along the valley floor between Death Valley to the east and the Sierra Nevada to the west. I had not been this way before, and on a map it looks straight and rife with potential for boredom. I was delighted to find that looks can be deceiving; the riding and vistas were superb. This leg also provided some humour.

Crossing the Mojave high desert near Edwards Air Force Base, we stopped to set up the camera for a tripod selfie against the desolate emptiness. The scenery was right out of the Clint Eastwood cowboy duster High Plains Drifter (in fact filmed farther north on 395). And dust there was! Huge winds brought whirlwinds and tumbleweeds to life, and set the sand drifting across the road like snow in winter. I set up the camera, clicked the timer and ran back to the bike. Just as

I see the timer light start flashing, the gusting wind toppled the camera, sending it face first into the shoulder gravel, resulting in a scratched lens. But it was an old camera, and it wasn't long before I was having a chuckle at my adding some additional "rash" to the trip.

Farther north, CA395 climbs to over 2400 metres above sea level, and being late September, it got pretty cool up there. A little higher up there was snow, and at just 5 C, the rain was sporadically morphing into sleet or freezing rain. I was wearing my brother's gloves (as another connection to him) and they were soaked. At speed, the wind chill overwhelmed the heated grips, and my fingers were cramping up with the cold. Stopping, I peeled off the soaking gloves and was momentarily stunned; my fingers, wrinkled like prunes, were purple! "My God, I knew I was cold, but holy moly!!" It dawned on me a few seconds later that in fact, as cold as my hands were, the purple was actually just dye from the leather. I imagined Lorne looking down having a chuckle at my expense. "Serves you right for swiping my gloves!"

Our journey saw us traverse 30 degrees of latitude for the round trip,

or a third of the distance from equator to pole. That much asphalt provided ample time for my thoughts and feelings about loss. These rattled around in my helmet, sorting themselves into some kind of meaning. There is something about being solo on a bike, out on the open road that is therapeutic.

Time to Reflect

I talked to Lorne quite a lot during my ride, about all kinds of things: the passing scenery, funny things from the past, family stuff, my feelings at his loss. At first this seemed forced or contrived, but after a while, it felt completely natural and right to be doing so. There was solace in it. Neil Peart, motorcyclist, author and drummer for the rock band Rush, talked of this in his memoir, *Ghost Rider: Travels on the Healing Road*. He called it "the healing road." Also on a bike, Peart explored some of the same geographical and emotional territory I

was in while dealing with the dual loss of his daughter and wife. I think he'd agree that the essence of why motorcycling is good therapy is its dichotomous duality. While it provides the solitude to reflect on loss, you cannot dwell on it. By its very nature, motorcycling also demands attention to the here and now.

Thus was my memorial retur "Ride for Rash." I like the title, alluding as it does to the annual Ride for Dad events for cancer awareness. Lorne was, above all things, devoted to his family, and is survived by two daughters, the loves of his life. His wife predeceased him, also from cancer. Such a cruel fate for one family is a reminder to us all that indeed we don't have all the time in the world.

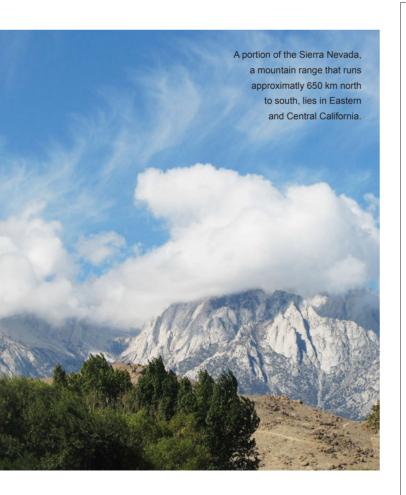
It may not be very inventive of me, but when I first got Lorne's bike, I gave it the name Silver, for no other reason



Rash's two daughters present him with a cold one after returning home from a ride.

than its colour. But it strikes me now that this is doubly appropriate. They say every cloud has a silver lining. In this tragedy, for me that lining really is silver. Riding Silver will keep a special connection with Lorne, and always remind me of his life, sometimes with sadness, more often with a smile. And that's just how it should be.

Rest in peace, Amibro. We got in that ride, after all. **MM**





CLOSE COMPETITION IN WIDE OPEN SPACES

Long-lasting friendships, long days in the saddle and relatively easy riding — at least for this Paris to Dakar veteran — make Rally Mongolia an experience not soon forgotten







was faced with four more long days in the saddle of my Honda CRF450X rally bike. It was the halfway point of the 20th edition of the Rally Mongolia and I was already knackered. The 12-hour time difference and respective jet lag were taking their toll. The first four days of the eight-day rally were 550 km each day that took nine hours or more to complete and I was surviving on bowls of rice and energy bars that I had brought from home. Understandably, under these conditions one begins to question why one chooses to put oneself in such circumstances. In this case, the upside far outweighed the hardship: I was treated to spectacular vistas, incredible sensations while riding, great fellowship among the competitors and a cultural exchange that was unparalleled.

In 2001, Hacking became the first Canadian to finish the Dakar on a motorcycle.

The Dakar is most gruelling off-road endurance race in the world. (main image)

Tires were hard to come by. This competitor purchased an extra one and rode with it around his neck. (left inset)

PHOTOS BY SSER

Mongolia is changing fast. Vast natural resources have brought new wealth to the landlocked country of 2.9 million. Wedged between China and Russia, the country had existed in the shadows on the world stage. But Mongolia is currently enjoying one of the world's fastest-growing economies; mining and foreign investment, including a strong Canadian involvement, have many rural dwellers moving to the capital city of Ulaanbaatar for jobs and a more modern way of life. Construction cranes dominate the skyline of Ulaan, luxury hotels are springing up and, surprisingly, the first Porsche dealership is being built.

The 20th anniversary of the Japanese-organized Rally Mongolia was sure to be a special event. This trip was the third time I'd made the trip to the other side of the world to ride in the wide open spaces of the Mongolian steppe country, and each time has been a memorable experience.

An Exhausting Rally

The 2014 rally covered 3800 km in eight days. Usually a rest day is included, but not this time. By the fourth day I was

joking with my friend Kunio Iwasaki, suggesting he petition the organizer, Yamada-san, to have a rest day. Kunio laughed and pointed to me, saving, "You team leader." This was the fifth event Kunio and I had ridden together. Some days we rode side by side for hundreds of kilometres. He's a solid rider who took home the 250 cc class win this rally.

Ultimately, the second half of the rally became easier. The days were still long, but the higher elevations toward the north meant cooler temperatures and a greener landscape. Day six, at more than 10 hours, was the longest I spent on the bike, and we rolled into the bivouac just as darkness fell.

Fortunately day seven was a short 400 km and the most picturesque of the rally, as we rode up and over mountain passes and through lush valleys. A 200 km transfer section on busier roads led us past the historic site of Kharkhorin, which was once the capital city of the Mongolian empire. Now all that remains is a walled temple and a gathering of tourist shops out front. Mongolia has recently become a tourist attraction of some importance. People



Riders were celebrated with big fanfare at the start of Rally Mongolia.

from all over the world are taking tours, riding camels and populating the pristine landscape.

Wide Open Spaces

The rally itself is a great way to visit the remote hinterland and see areas where no tourists have been. The event promoter, Japan-based SSER Organisation, does a great job of putting together a challenging route that is fairly well supported. In an offroad rally, generally speaking, you can ride a faster, lighter bike at a good clip and have fuel, food and emergency support more or less at the ready if needed. In this rally, the mandatory one-hour lunch stop is also a chance to tank up before heading out on the



A young girl and her father take a break from a day's work to check out the action. (right) Locals arrive to check out the rally vehicles. (above)





tracks for the second half of the day.

Some days it seemed that once I put the Honda into fifth gear, it staved there until I had to stop for the checkpoints, and only then did I touch the brakes. I am quite sure I took my feet off the foot pegs fewer than a dozen times during the entire ride; the tracks were easy and fun to ride and the smooth surfaces were easy going. The challenge to decipher the vagaries of the roadbook was the rub. Yamada-san purposely left some detail out of the drawings to separate the good navigators from the rest. The Mongolian competitors seemed to have an advantage: after all, it is their backyard, and they apparently had an uncanny sense for where they were in the middle of seemingly nowhere.

Easy to Get Lost

Each evening, except one, the SSER team announced the GPS waypoints for the next day. At that time most everyone

input those points into their GPS, which served as an indicator as to which direction to go. One day, however, was a non-GPS waypoint day, which increased the navigational difficulties. Because Internet connections are available in most villages in Mongolia, some competitors entered our start and finish locations into Google Earth to try to find shortcuts. Intrigued by this and through sheer fluke, that GPS-free day I followed fellow competitors in a Mongolian buggy across hill and dale as they tried to slice a good measure of distance off the course. The entire exercise was comical and quite an adventure as we wound our way around the hills and tracks. Ultimately we intersected the racecourse, having lost about 45 minutes and adding about 30 km of distance. So much for their short cut, I thought. The upside was the scenery was beautiful and the insight into nomadic life fascinating as we passed remote

Hacking's freind, Number 7, Iwasaki Kunio was the winner of the 250 cc class aboard his Yamaha

WR250R. (above)

Hacking poses with Tim Lett from Missisauga, who also made the trek to Mongolia to compete in the rally. (below)

herdsmen, their families and their homesteads far off the beaten path.

Just Being Discovered

The rally is not the only reason to visit Mongolia. Tourist visits have spiked in recent years, likely because Mongolia is one of the remaining untouched landscapes and still offers some remarkable and genuine experiences.

After the rally, me and couple of other competitors took a day to visit the countryside at a slower pace. Herds of yaks, horses, goats and sheep are common to see, and the entire country is free range. We stopped by a remote family right at milking time; they were about to milk their mares one of the five times per day. The family invited us in to their ger, or yurt, to visit, sample fermented mare's milk (a very sour but healthy detox brew), and taste yak butter and goat cheese. Each ger has a solar panel to generate electricity, a couple of car batteries and either a television or a computer. Contrary to what one may think, the simple ger life is not far removed from the modern world. They may have no washroom, but they are watching their favourite TV shows every evening.

When all was said and done, I was left with the feeling that Mongolia should be on everyone's list of places to visit. I came away with a deep sense of appreciation for the easygoing, respectfully proud people of Mongolia, and an admiration for their lifestyle and incredibly magnificent country. MM



Hacking sitting inside a highly decorated and well outfitted gir.





rode a Honda CRF450X that I had modified into a rally bike with some aftermarket and custom-made components. It was a great choice, as it's fast, comfortable and most of all fun to ride. We built and installed a navigation tower to hold the ICO odometer, Touratech roadbook holder and GPS. I added a set of Fasst Company's Flexx bars, a steering damper, Giant Loop saddlebags and Noguchi seat. All these changes made life on the trail easier. After 58 hours of riding, once cleaned up the Honda looked new. I rode the entire rally on the same set of Heidenau tires. Going easy on the throttle saved them, but they were definitely exhausted by the last day. I had used heavy-duty inner tubes to good success in the past, and in this case they served me well: I had no flats or falls the entire distance.









FAST FACTS

IT'S A LOANER

Cycle BC offers a wide range of motorcycles, scooters and even bicycles for rent at both its Vancouver and Victoria locations. It also offers guided motorcycle tours on Vancouver Island as well as into the interior of B.C. and Alberta.

DON'T AIM FOR THE BULLSEYE

Highway 14, known as the West Coast Highway, Juan de Fuca Highway or even Sooke Road, is a winding route that hugs the southwestern coast of Vancouver Island. Many of its tight corners are marked by graffiti on the scarred guardrails stating "So-and-so crashed here," and even bulls-eye targets in some cases.

WHAT'S IN THE WATER?

Botanical Beach boasts such biodiversity that in 1901, it was chosen as the site of the first marine research station in the Pacific Northwest.

MANUAL LABOUR

Lake Cowichan marks the western end of the Trans-Canada trail, the largest trail network in the world. It's also home to North America's last hand-set bowling alley.

THE BIG CITY

Duncan, B.C., is the smallest city in the nation by area at 2.07 square kilometres.



I'm supposed to be at work as a teacher; instead I find myself playing hooky with my son over 4000 km away from home on a cool but beautifully sunny Friday morning at the end of May with a rented motorcycle and 300 km of astonishing roads in front of us. Sometimes life offers up nice surprises.

Change Is Good, Comparatively Speaking

I've been riding for just over a year, and this BMW F800 is only the second road bike I've ever ridden. My 650 cc Kawasaki Ninja is back at home and I'm amazed at how different two machines that do the same job can be. The BMW is a bigger bike, and with larger seats, it's much more comfortable, according to my trusty passenger, and feels like a more mature bike in every sense. Redline is a sane 8000 rpm, and with all that comfort, it's easy to ride for a long time, even two up. Other than the weird left-hand/right-hand turn signal switches, it's a smooth transition from the Ninja (one of the reasons I chose it).

Working our way down this increasingly empty coastal road, we stumble across the small town of Shirley and Shirley Delicious café. The technician at Cycle BC – where we picked up the bike –told us that the temperature can drop 10 degrees on the coast, and he wasn't wrong. After warming up with a hot coffee and the best sausage roll I've ever had, we bump into another BMW rider who's in his seventies. After some affable Teutonic chat (I don't tell him I actually own a Kawasaki), we are back on the long and winding road.

From Shirley, we wind our way northwest up the quiet coast. The east coast faces Vancouver and is as busy as anywhere in Canada, but the west coast faces the endless Pacific and remains largely unpopulated. We see only a couple of other vehicles as we chase the tail of this amazing road clinging to the side of mountains and edged by ocean. The switchbacks that lead down to single-lane bridges.

that lead down to single-lane bridges over mountain rivers look more like a path found in Scandinavian fjords than Canadian back roads.

We stop and stretch about 40 minutes into the ride at a scenic lookout, which along with many provincial parks dot the route. As we clear the strait between Vancouver Island and Washington State's Olympic Peninsula and begin to face the Pacific, tsunami warning signs with escape routes appear. You really get a sense of being on the edge of the world here. The edge of North America, the edge of the former British Empire, facing half a world of ocean.

Seashells by the Sea Shore

A few buildings scattered among the trees mark the town of Port Renfrew, which seems more of an idea than an actual place. We pass through it in moments and find ourselves on a rough paved road into Juan de Fuca Provincial Park,

where we hope to find Botanical Beach. Max and I strip off the bike gear, stow it in the big Givi tail box





and head down the trail. The tide is out and an amazing beach full of tidal pools awaits us.

We warm up on the long walk down to the shore, soon finding ourselves clambering over black stone jutting into the ocean. The sea life is prodigious, with massive strings of clams, crabs and a million creatures crawling on the rocks. The smell of salt and sharp, clean air is magical; we're the only people here.

A couple of hours pass by while we wander around the rocks, but I've only rented the bike for the day and the sun's position shows it's way past noon. I figure we should eat, and the Coastal Kitchen Café on the way in looked like a good choice. But Max has a thing for chain restaurants and says he isn't hungry (though he was). I don't get to the Coastal Kitchen Café, one of my few regrets on this trip.

I'm looking at my watch and wondering how I can possibly get back to Victoria, since it's getting on to 2 p.m. and we're not even halfway around our loop yet. Lake Cowichan is halfway across the island. It's only 63 km away, but this road is something else, and you don't make time on it. Around every corner – and there is always a corner – you find idyllic waterfalls, tumbling mountain rivers and absurdly beautiful alpine vistas.

The BMW is bending left and right over the patchwork surface, the suspension soaking up the bumps. I get into a rhythm and lose myself for a while chasing this road.

Time to Refuel

Unlike on the Ninja, I can barely feel Max back there until he uncharacteristically thumps into me as I brake for a switchback. He mumbles that he's okay, but we've been on the road since 9 a.m., he's had no lunch and he's dopey – not a good combination. I push on to Lake Cowichan, now more worried about him than enjoying the ride.

We stop in Cowichan and eat lousy fast food. He perks right back up and we get back on the road quickly because it's almost 4 p.m. and I've got less than two hours to return the F800. Cowichan marks the return to the populated side of the island, and the highway out of it is the first 100 km/h zone we've seen since leaving Victoria. In a flash we're back to the Trans-Canada in Duncan; after a day spent virtually alone on twisting roads, we find ourselves in a traffic jam surrounded by big-box stores. I'm wishing we'd turned around and gone back the way we came.

Even a commuter road like this makes most roads in Ontario look sad. It's smooth (it barely snows here and frost heaves are all but non-existent), and the asphalt constantly snakes over and around mountains. Though very different from the island's west side wilderness, the highway ride back to Victoria is nice and fast.

Once clear of Duncan, we don't see another slowdown until entering Victoria, and it isn't a big one. By five o'clock we're pulling back into Cycle BC's downtown Victoria shop, tired but elated. The bike did the whole trip, over 300 km all told, on a single tank of gas. It also cast some perspective on my Ninja. One of the reasons I fell for the Ninja was the sound of its engine; I've seldom heard anything happier. I enjoyed riding the BMW, but that engine gets the job done with little joy. The good news is,

I now have much higher standards for control feel, brakes and suspension, but without that singing engine, I'm just not smitten.

Deserves a Return Ride

As for the trip, it was unforgettable. From sea to sky and back again, it was challenging, exhausting and completely worth it. Were I to do it again, I think I'd get the bike for 24 hours instead of eight and stay over in Cowichan before coming back down the empty coast the next day. That road deserves two-way attention, and I'd happily avoid the traffic on the busy side of the island, as well as the stress of trying to rush the bike back. I'd also eat lunch at the Coastal Kitchen Café, damn it.

The days are long on Vancouver Island in the summer. If you left at noon on one day, you could meander up to Cowichan, enjoy a 10 p.m. sunset and be on the road well after sunrise at 6 a.m. the next day, looking forward to retracing those mad roads back to Victoria. I'm already planning my next escape. **MM**







Horsepower vs. Torque



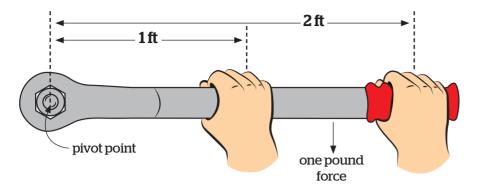
ecent test rides on some high-power supersport machines got me thinking about horsepower and torque. The latest BMW S1000RR and Yamaha R1 each claim to produce close to 200 hp, and the Ducati 1299 Panigale claims 205. Although those numbers are very close, the Ducati pulls incredibly hard, almost violently, and from relatively low revs compared with the two four-cylinder machines.

It's when digging deeper into the specs that the reason for this is revealed. While the BMW and Yamaha produce 83 ft-lb of peak torque at 10,500 rpm and 11,500 rpm, respectively, the Ducati makes 106 ft-lb of peak torque at 8750 rpm. And it's this massive peak torque at lower revs that makes the Ducati accelerate like a bomb went off behind it.

Think of horsepower as the amount of work you perform over a period of time; think of torque as how hard you work over the same period. Horsepower is a unit of measurement for power output. Although there are several, slightly varying versions of horsepower (European PS, mechanical horsepower, metric horsepower), each unit of horsepower represents a similar amount of work. The most common measurement used in North America is mechanical horsepower, where 1 hp is the equivalent of the power needed to lift 33,000 pounds one foot in one minute, or 550 pounds one foot in one second, or 745 watts. For comparison, one metric horsepower is the equivalent of the power needed to lift 75 kg one metre in one second, or 735 watts.

The numbers for mechanical horsepower were determined by Scottish mechanical engineer James Watt, who developed the concept of horsepower in the 18th century to sell steam engines to farmers who used horses to do the majority of work on their farms. Watt had observed that a (rather strong) horse could turn a 24-foot-diameter mill wheel with about 180 lb of force at a rate of about two and a half times per minute.

Torque is the amount of twisting force applied at the axis of a shaft, measured in foot-pounds or pound-feet.



Torque can be defined, in basic terms, as a twisting force, and it's this twisting force that accelerates the motorcycle. A force of one pound at one foot from the pivot would result in 1 ft-lb of torque. The same amount of force at a distance of two feet from the pivot would result in 2 ft-lb of torque. This increase in distance could be applied to the longer throw of a crankshaft – the longer the throw, the more torque generated from the same amount of combustion

One foot-pound of torque (1 ft-lb) is the equivalent of the twisting force applied at the pivoting end of a lever when one pound of force is applied at the end of a lever that is one foot long. If that lever were two feet long, but the same amount of force was applied at the end, you would get two foot-pounds of twisting torque at the pivoting end, and so on.

So torque is the actual force being applied at the rear wheel of your bike, and horsepower is a measure of the amount of work your bike can perform over a period of time. Work in this instance would equal distance, but includes the total weight of the bike and rider. The more torque that is applied to the wheel, the more weight the bike can move over a distance; or with weight remaining fixed, the faster the bike will accelerate.

There are two basic variables affecting the torque being applied to the rear wheel of your bike: gearing and engine stroke. More torque is available in lower gears, which is why the bike pulls harder and accelerates more quickly in first through third gears, though the trade-off is top speed. The mechanical ratio offered in the lower gears would be the equivalent of lengthening the lever discussed earlier; stretching it to 10 feet long while applying one pound of pressure at the end would equal 10 ft-lb of twisting force, but the amount the pivoting end would move for a given travel at the other end would be greatly reduced; thus the reduced speed.

The same mechanical advantage is available at the source of the power: the crankshaft. A crankshaft is essentially a lever, with the pivot point attached

to the flywheel, and the force being applied at the other end, the crankpin, which is connected to the piston via a connecting rod. The distance between the pivoting point of the crank and the crankpin when doubled is the stroke. All other engine factors remaining the same, increasing this distance will increase the leverage ratio of the piston on the pivoting point, or flywheel, and thus increase the amount of available torque, although it will reduce the potential for high speed.

This is why lower revving longstroke engines (read V-twin cruisers) have a meaty bottom end and can carry passengers and luggage effortlessly, at least from a power perspective, and why short-stroke multi-cylinder engines (read sport bikes) have the potential for higher top speeds. Please keep in mind that this is an overly simplified explanation, as a detailed analysis with the required mathematical formulas would take volumes to explain.

But one thing to note is that for a given measured horsepower, say about 200 hp, the higher the torque output, the more force that is available at the rear wheel, and in the Ducati Panigale, that extra torque is a result of more displacement, but mostly because of its longer-stroke crankshaft. **MM**

Technical articles are written purely as reference only and your motorcycle may require different procedures. You should be mechanically inclined to carry out your own maintenance and we recommend you contact your mechanic prior to performing any type of work on your bike.



PRODUCT REVIEWS





Spyke Pathfinder

WP Jacket and Pants

Reviewed by Marcus Martellacci

talian gear manufacturer Spyke began producing motorcycle gear in the 1980s with a line of off-road products focusing on enduro and motocross riders. The 1990s brought its expansion into leather suits for road racing, which have since been used by many of the top riders in the world. Our experiences with the adventure-oriented Pathfinder WP have left little doubt as to Spyke's commitment to street and adventure riders, and the quality of its products.

Construction of the Pathfinder WP consists of an outer shell made of 100 percent high-strength polyester 600D with a Teflon treatment. Padded shoulders and elbows are further reinforced with Tex-Strong material to resist abrasion; stretch panels are located along the inner arm and sides for a better fit. Gussets on the arms and the bottom of the jacket can be unzipped for more freedom, while Velcro straps on the arms and waist allow for further fine adjustment. If you just don't like sleeves, they can be unzipped and removed altogether.

I've counted no fewer than 14 vents that can be opened to reveal highstrength 100 percent polyester mesh. One such set of vents even conceals reflective, high-viz armbands. The mesh material is carried over to form the entire inside of the jacket for maximum breathability. If you find yourself sweating too much, even with all the ventilation, you'll be at ease to know there's a compartment for a water bladder with which to keep hydrated. And the features keep coming: There's a removable waterproof pouch with waistband/sling, located on the back

of the outer jacket, and a small window on the lower left sleeve can be used for a map if you're into origami, or you can put ID or a credit card in there to avoid searching the many pockets.

A waterproof removable inner liner, complete with mesh and adjustable waistbands, looks more like a fashionable jacket that can be used for going out on the town after a day's ride. Inside that is a removable insulated liner.

The pants share the same construction and materials as the jacket

and come with suspenders
and the ability to zip into the
jacket. Knee padding extends down to protect most
of the shin area, and accordion-style panels above the
knees and around the back of
the waistline couple with stretch

panels in the groin, inner leg and back of the knees for unrestricted movement when on the bike or walking around. An insulated liner and a rain liner ensure you stay warm or cool depending on the conditions, and of course there are vents, zippers, pockets, gussets, etc. to keep you busy exploring. We found that the pants fit small and had to order the next size larger.

We have worn the jacket-and-pant combo in everything from Africa's scorching midday heat to near-zero temperatures in the snow and sleet of the Canadian shoulder seasons; in every case, we stayed comfortable and dry.

At \$730 for the jacket and \$500 for the pants, the gear is pricey but we can say with confidence that Spyke's Pathfinder WP is serious gear for the serious rider, and among the best riding gear we have ever tested.

For more info or to find a dealer, go to spykecanada.com

On Any Sunday: The Next Chapter

Reviewed by Marcus Martellacci

n Any Sunday: The Next Chapter has finally arrived, and with it comes the passing of the torch to a new generation. Bruce Brown's original On Any Sunday debuted in 1971, featuring the adrenaline-fuelled world of motorcycle competition in its many forms through the eyes of the sport's great champions. The film received an Academy Award nomination for documentary feature in 1972 and is still considered the benchmark for the genre.

This new addition to the Brown legacy was created by Bruce's son, Dana, and follows the same vein as the original movie. Personal stories from the lives of the sport's top athletes and incredible camera work headline an action-packed 95 minutes covering everything from flattrack racing to MotoGP. The cast includes notables such as Roland Sands, James "Bubba" Stewart, Travis Pastrana, Carlin Dunne, Ashley Fiolek and "King" Kenny Roberts.

You could think of this series as the ultimate introduction to the world of motorcycle competition, as it captures the attention of even the uninitiated. How could someone not enjoy watching Robbie Maddison launch himself off a ramp used for Olympic ski jumping, or marvel as a young Marc Márquez slides his 200-horsepower-plus machine around the track?

For those of you already in the know, the commentary from the sport's stars adds a new dimension to familiar plots and builds suspense all over again. Especially nice

MOTORCYCLES AND THOSE WHO RIDE

ON ANY
SUNDAY

FINENT CHAPTER

NEXT CHAPTER

COLLECTOR'S EDITION

are the moments that include family and friends, bringing a more human quality to these otherworldly talents.

We picked up the collector's edition, which includes the DVD, Blu-ray and digital download versions, as well as bonus features like behind-the-scenes footage and commentary with the Brown Family.

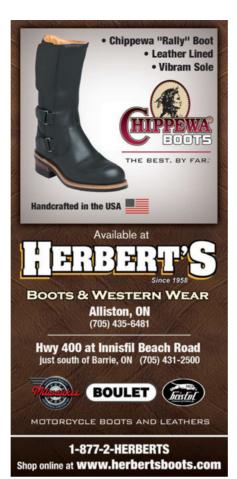
The Next Chapter has all the high-tech visual impact expected of a modern film and comes close to capturing the feeling of the original, but not quite. There's just no personality as quietly cool as Steve McQueen (though Travis Pastrana is working on it) and no way to compete with the best motorcycle movie of all time. The most a sequel can hope to do is build on the greatness that came before it, and On Any Sunday: The Next Chapter does that famously. MM

GO Video Motorsports

Our collector's edition copy of *On Any Sunday: The Next Chapter* was purchased through Go Video Motorsports for \$29.95 plus tax. If you've ever been to a motorcycle or automotive show in Canada, then you've seen Glen Orth and his Go Video crew entertaining the masses with their TV screens, racks of incredible movies, die-cast models and assorted wonders. Glen has been attending shows around the country, bringing top motorsports titles to Canadians for over 20 years, and a purchase at his booth has been one of my mandatory stops at virtually every bike show I've been to since I was a kid. Unfortunately, modern technology and rampant piracy have conspired to make the 2015 show season the last for Glen's show travels and the entertainment he provides to thousands. So, this year when you get to the shows, remember to stop by the Go Video booth and check out the selection of top-quality videos. He's probably got just what you're looking for, and if not, it will at least give you a chance to meet a great guy who's travelled far and wide to provide us with top-notch videos.

The Go Video Motorsports website will continue to operate at **govideomotorsports.ca**, as will his store in Brussels, Ontario where you'll find all of Glen's stock.



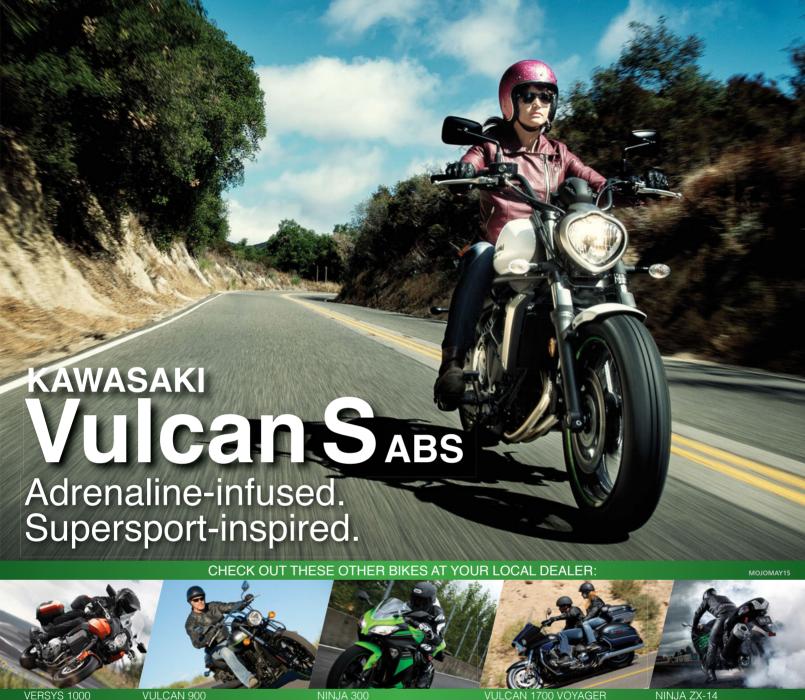












FAST TRACK PERFORMANCE

3418 Catherine Street
Dorchester, Ontario
519-268-8429
FastTrackPerformance.ca

BURLINGTON CYCLE LTD

2201 Plains Road East Burlington, Ontario 905-637-6208 Burlington-Cycle.com

TWO WHEEL MOTORSPORT

5473 Highway 6 North **Guelph, Ontario** 888-469-1128 TwoWheelMotorsport.com

ST. ONGE RECREATION

65 Hart Drive **Barrie, Ontario**705-733-2280

StOngeRecreation.com

BURNABY KAWASAKI

7771 Edmonds St.

Burnaby, British Columbia
888-852-8165
BurnabyKawasaki.com

EDGE PERFORMANCE CENTRE

19890 Hwy 11 Bradford, Ontario 905-775-1717 EdgePerformance.ca

Kawasaki







BURLINGTON CYCLE LTD

2201 Plains Road East Burlington, Ontario 905-637-6208 Burlington-Cycle.com

PRO CYCLE

550 Windmill Road Dartmouth, Nova Scotia 902-468-2518 ProCycleOnline.com

KW HONDA

465 Conestogo Rd. Waterloo, Ontario 519-746-7900 KWHonda.com

READY HONDA

430 Hensall Circle **Mississauga, Ontario** 855-896-0430 ReadyPowersports.com

Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course.









THE RIDE THAT STARTED THEM ALL



Join Ride for Sight events in:

June 12 - 14	Elbow, SK	Saskatchewan
June 13	Oro-Medonte, ON	Central Ontario
June 13	Onoway, AB	Northern Alberta
June 26 - 28	Gander, NL	Newfoundland & Labrador
July 10 - 12	Searchmont, ON	Northern Ontario
July 11	Springhill, NS	The Maritimes
July 19	Bragg Creek, AB	Southern Alberta

Register at: rideforsight.com





1166 Queen St, New Dundee, Ontario 1-888-524-7921
Visit aviciouscycle.ca for more information and options
Latitude: 43° 21' 0.3924" Longitude: -80° 32' 14.8416"
Dealer inquires welcome

VISIT YOUR AUTHORIZED HARLEY-DAVIDSON® RETAILER TODAY!

BADLANDS HARLEY-DAVIDSON®

1923 - 2nd Avenue Dunmore, Alberta 800-493-1903 BadLandsHD.com

LONGLEY HARLEY-DAVIDSON®

2241 Davis Road Cavan Monaghan, Ontario 866-945-0421 LongleyHD.com

KANE'S HARLEY-DAVIDSON® CALGARY

914, 11th Street SE Calgary, Alberta 403-269-8577 KanesHarleyDavidson.com

STEVE DRANE HARLEY-DAVIDSON®

2940 Ed Nixon Tce. Victoria, British Columbia 250-475-1345 SteveDraneHarley.com

JACOX HARLEY-DAVIDSON®

2815 Argentia Road Mississauga, Ontario 905-858-0966 JacoxHarley.com

DUKE'S HARLEY-DAVIDSON®

5 Classic Car Drive Blenheim, Ontario 877-354-0650 DukesHD.com

RAMSAY'S CYCLE & SPORT

616 Keltic Drive Sydney, Nova Scotia 902-539-7644 RamsaysCycle.com

BARRIE HARLEY-DAVIDSON®

311 Bryne Drive Barrie, Ontario 888-743-1903 BarrieHD.com

KAMLOOPS HARLEY-DAVIDSON®

1465 Iron Mask Road Kamloops, British Columbia 800-665-3121 KamloopsHD.com

DAVIES HARLEY-DAVIDSON®

8779 Yonge Street Richmond Hill, Ontario 866-977-1340 DaviesHarley.com

FOX HARLEY-DAVIDSON®

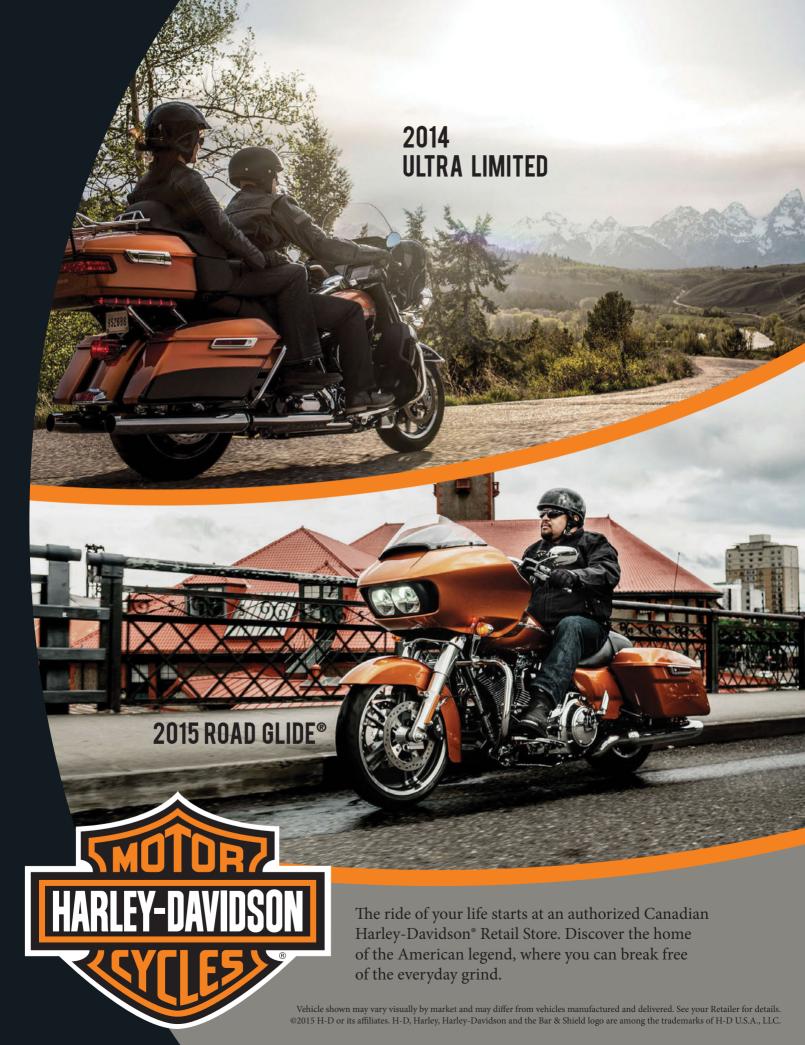
Highway 6 & 10 at Story Book Park Road Owen Sound, Ontario 866-633-9003 FoxHarleyDavidson.com

THUNDER ROAD HARLEY-DAVIDSON®

2139 Huron Church Road Windsor, Ontario 519-966-1520 ThunderRoadHarley.com

HARLEY-DAVIDSON® OF CALGARY

2475 Pegasus Road North East Calgary, Alberta 403-250-3141 HarleyDavidsonOfCalgary.com





WWW.SUZUKI.CA | 17 /SuzukiCanada



READY SUZUKI

430 Hensall Circle **Mississauga, Ontario** 855-896-0430 ReadySuzuki.com

BOBS MOTORSPORT LTD

615 St.Clair Street Chatham, Ontario 519-354-6377 BobsMotorsport.com

ASSELSTINE COUNTRY

3580 Byers Road Blackstock, Ontario 905-986-4437 Asselstines.com

TWO WHEEL MOTORSPORT

5473 Highway 6 North **Guelph, Ontario** 888-469-1128 TwoWheelMotorsport.com

ST. ONGE RECREATION

65 Hart Drive Barrie, Ontario 705-733-2280 StOngeRecreation.com

TRI-CITY CYCLE & SPORT

351 Weber Street North Waterloo, Ontario 800-597-5219 TriCityCycle.ca



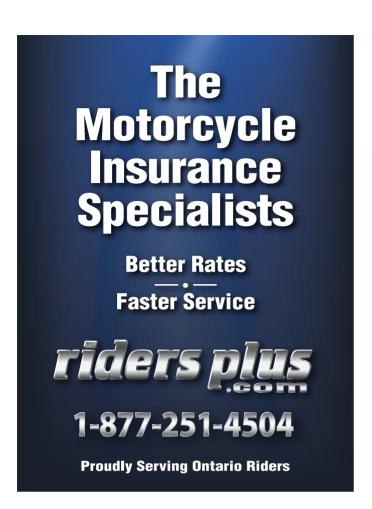






ASK YOUR DEALER ABOUT SUZUKI EXTENDED WARRANTY









Store your bike in your garage exactly where you want it – EASILY!

Just place your centre-stand on the **Park-n-Move** and glide and rotate your bike wherever you want it.

Park-n-Move Features:

- Heavy duty construction (1,100+ pound capacity)
 No modifications to motorcycle required
 - Low profile, compact design
 - Lifetime warranty
 - Made in Canada of quality components

Manufactured by **AdMore Lighting Inc. www.admorelighting.com**





ST. ONGE RECREATION

65 Hart Drive Barrie, Ontario 705-733-2280 StOngeRecreation.com

TWO WHEEL MOTORSPORT

5473 Highway 6 North Guelph, Ontario 888-469-1128 TwoWheelMotorsport.com

UXBRIDGE MOTORSPORTS MARINE LTD.

3 Douglas Road
Uxbridge, Ontario
905-852-5884
UxbridgeMotorsports.com

BENNETT POWER SPORTS

701 Brock Street North
Whitby, Ontario
866-430-6360
BennettPowerSports.com

















Victory puts you out on great roads with the ultimate combination of value and muscle. Follow your passion for adventure, exploration and excitement with a ride on a Victory Motorcycle.

Check out your 2014 Victory Motorcycle at one of these authorized dealers:



WHEELSPORT

1390 Youville Drive Ottawa, Ontario 613-841-9400 Wheelsport.ca

READY VICTORY

430 Hensall Circle Mississauga, Ontario 855-896-0430 ReadyVictory.com

ELK ISLAND SALES INC.

20423 Township Road 544 Fort Saskatchewan, Alberta 888-998-9159 ElkIsland-Polaris.com

PEAK POWERSPORTS

1174 South Service Road West Oakville, Ontario 905-681-7270 Peak Powersports.ca

DEERHAVEN

896 Bell Boulevard West RR5 **Belleville, Ontario** 800-543-7869 DeerhavenPolaris.com

THOMBOYS POWERSPORTS

& EQUIPMENT 202297 King's Highway 6 & 21 **Owen Sound, Ontario** 888-865-5782 TBPowersports.com

CYCLE WORKS MOTORSPORTS

Visit us at any of our 4 locations: Calgary, Edmonton Acheson, Okotoks CycleWorks.com





FOR ADVERTISING EMAIL: ROGER@MOTORCYCLEMOJO.COM



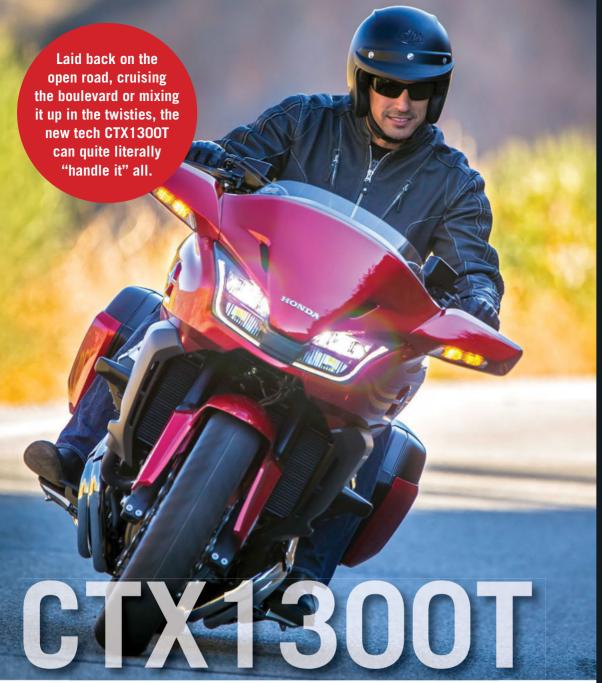






visit our on-line store for books, shirts, hats and more motorcyclemojo.com/shop







VISIT YOUR HONDA **POWERHOUSE DEALER TODAY**

KANATA HONDA 2500 Palladium Drive, Unit 800 Kanata, ON 613-591-3311 KanataHonda.com

ROCKY MOUNTAIN HONDA POWERHOUSE

15220 Shaw Road South East Calgary, Alberta 877-230-7772 RockyHonda.com

TEAM HONDA POWERHOUSE OF MILTON

170 Steeles Avenue East Milton, Ontario 877-864-8588 TeamHonda.ca

HONDA EXTREME POWERHOUSE

9103 31 Ave NW Edmonton, AB 780-435-0742 HondaExtreme.ca

BARRIE HONDA POWERHOUSE

80 Mapleview Drive **Barrie**, Ontario 800-267-4449 BarrieHonda.com



Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course

NEXT ISSUE JUNE 2015



2015 YAMAHA FJ-09

Yamaha's new FJ-09 features a stomping three-cylinder power plant and adventure-style seating position for an exciting riding experience. Combine that with a competitive price point and it could turn out to be one of 2015's biggest hits.



KEY WEST GETAWAY

With a very limited amount of time to get away from the depths of winter, Dustin Woods borrows a Harley-Davidson Street Glide Special and heads south along the archipelago known as the Florida Keys.

CONTACT YOUR LOCAL DEALER

READY YAMAHA POWERSPORTS

430 Hensall Circle Mississauga, Ontario 855-896-0430 ReadyYamaha.com

PRO CYCLE

550 Windmill Road Dartmouth, Nova Scotia 902-468-2518 ProCycleOnline.com

TWO WHEEL MOTORSPORT

5473 Highway 6 North Guelph, Ontario 888-469-1128 TwoWheelMotorsport.com

OAKVILLE YAMAHA

615 Third Line Oakville, Ontario 905-465-9555 OakvilleYamaha.com

KELLY'S CYCLE CENTRE

1042 Upper Wellington Street Hamilton, Ontario 877-953-5597 KellysCycleCentre.com

BOBS MOTORSPORT LTD

615 St.Clair Street Chatham, Ontario 519-354-6377 BobsMotorsport.com

THOMBOYS POWERSPORTS & EQUIPMENT

202297 King's Highway 6 & 21 Owen Sound, Ontario 888-865-5782 TBPowersports.com

CLARE'S CYCLE & SPORTS LTD.

799 Highway 20 West Fenwick, Ontario 877-659-9831 ClaresCycle.com

G.A. CHECKPOINT YAMAHA

3034 St. John's Street

Port Moody, British Columbia
604-461-3434
GACheckpoint.com

ST. ONGE RECREATION

65 Hart Drive Barrie, Ontario 705-733-2280 StOngeRecreation.com

MOTOSPORTS OF TRENTON

114 McCauley Road Trenton, Ontario 613-965-6626 MotosportsOfTrenton.com

ASSELSTINE COUNTRY

3580 Byers Road Blackstock, Ontario 905-986-4437 Asselstines.com

TRI-CITY CYCLE & SPORT

351 Weber Street North Waterloo, Ontario 800-597-5219 TriCityCycle.ca

BURLINGTON CYCLE LTD

2201 Plains Road East Burlington, Ontario 905-637-6208 Burlington-Cycle.com











Yamaha has raised the bar in the entry sports class with the exciting new "R3". Sporting a new twin cylinder 320 cc engine and an all new chassis, the R3 offers a solid combination of class-leading power and light, agile handling.



2015 Yamaha FZ-07

The newest member of the "FZ family", the all new 2015 FZ-07 is a motorcycle that brings fun, affordability and riding enjoyment back to the street.

MOJOIMAYZU

REMEMBER WHEN? Your Motorcycle Memories



During a visit back home to Norfolk, England in the summer of 2013, I stumbled across some family motorbiking history. I knew my grandfather had been an avid biker in the '40s and '50s, as demonstrated in these photos, but I didn't know that his sister also rode motorcycles. She died before I was born, so I never had a chance to meet her. I bet she was a real character, bombing around country roads in Norfolk on her motorbike when most women didn't even drive.

- Submitted by Tim King







Submissions to Remember When? are always welcome. If your photo(s) is printed we will send you \$25.00 High resolution digital photos are acceptable as well as prints. If you wish the print back please include a self-addressed stamped envelope.



214.40 MPH. In 1956, world record-breaking Johnny Allen, on the Triumph-powered "Texas Ceegar," tore across the salt and a legend was born – the Triumph Bonneville. With a bespoke livery that echoes and celebrates the Ceegar, Triumph presents the special edition Triumph Bonneville T214.

#BonnevilleT214 #TriumphAmerica #ForTheRide

Triumph-Motorcycles.ca • (888) 284-6288





The New Ducati 1299 Panigale S

Ahead of the Curve

Unprecedented technical excellence meets the pinnacle of design and performance in the new Ducati 1299 Panigale S. With its new 205 horsepower Superquadro engine, cutting-edge engine management system, Öhlins Smart EC semi-active suspension, Bosch inertial platform and new Ducati Quick Shift that allows for both clutchless upshifts and downshifts, this new Ducati Superbike is far ahead of the curve, empowering you to confidently power through it.

